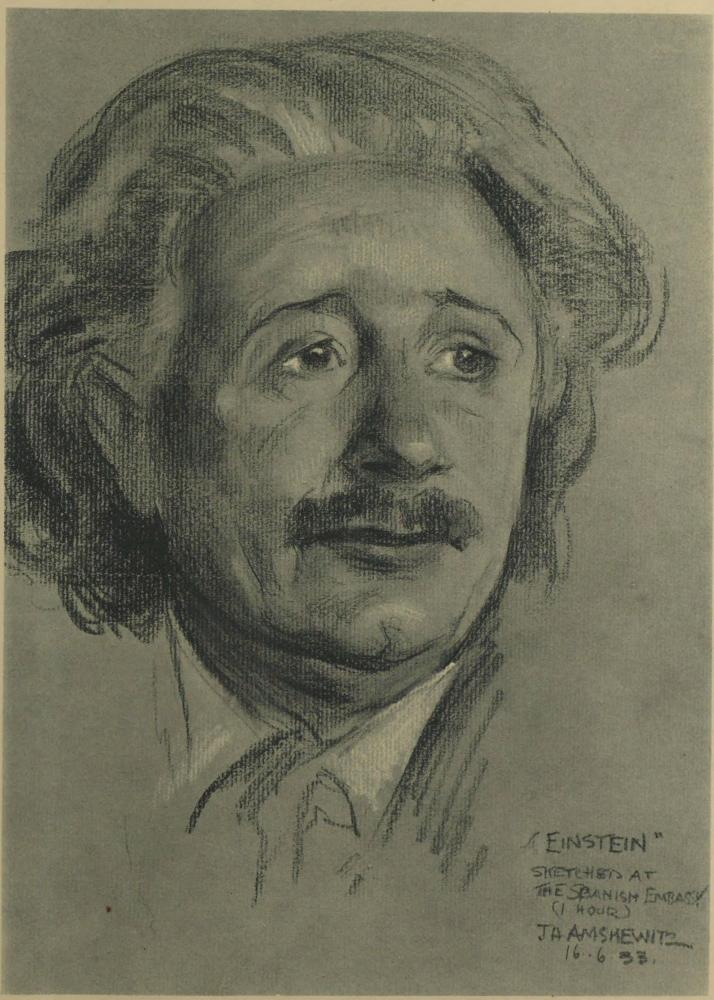
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SATURDAY, AUGUST 5, 1933.



TO BECOME A NATURALISED BRITISH SUBJECT? PROFESSOR ALBERT EINSTEIN, OF RELATIVITY FAME.

Steps are being taken with a view to obtaining papers of naturalisation as a British subject for Professor Einstein, the great German-Jewish mathematician, who revolutionised the modern theory of physics, and became world-famous when he advanced his theory of relativity. At present, the Professor regards himself as being without nationality; for he exiled himself from his native land after the Nazi actions against his race. He was in London the other day when his host, Commander Oliver

Locker-Lampson, asked leave to introduce a Bill to promote and extend opportunities of citizenship for Jews resident outside the British Empire, and he had a seat in the Distinguished Strangers' Gallery at the House of Commons. Not long ago he was offered Spanish citizenship without having to observe the customary procedure; and official France paid a kindred compliment by taking steps to create especially for him a Chair of Mathematical Physics at the College of France.

From the Drawing by J. A. Amshewitz.



BY G. K. CHESTERTON.

THE common or garden German may be described as the beer-garden German. As such, I love and embrace him. Just lately, and at historic intervals, he becomes the bear-garden German. As such I regard him with a love more mystical and distant, and would prefer to avoid his embrace. For the embraces of bears, even in the most festive and gorgeously illuminated bear-gardens, are apt to show that over-emphasis, or excess of pressure, which is the fault of the German temperament.

Now, ever since Herr Hitler began to turn the beer-garden into a bear-garden, there has been an increasing impression on sensitive and intelligent minds that something very dangerous has occurred. A particular sort of civilisation

has turned back towards barbarism. When I say this, I do not mean what half a hundred intellectuals of the enlightened and emancipated press mean, or imagine that they mean. I do not mean that fighting, or fierce anger, or the unmasking of the re-spectable, or even the despoliation of the rich, is necessarily barbarism. It is not; even if it is wrong, it is not. It might arise from a perfectly rational, and indeed from a perfectly traditional, inheritance of human protest. Nor do I mean (God forbid) that modern banks, or modern books, or remarkable realistic studies of this or that, or the perpetually shifting fog that they call physical science, or the cranks who run naked because they have never thought about clothes, or the louts who go Communist be-cause they have never thought about private property, or the wasters who sponge on six wives and call it Free Love do not mean that any of that sort of liberty or laxity or liberal-mindedness has ever had anything to do with civilisation. The very word civilisation is from a city. The very nature of a city is some thing that has to be built according to a plan; and with some sacrifice from the citizens in fitting in with that plan. There are many modern things called Culture which one would be glad to see destroyed by Goths and Vandals, let alone by mild modern Germans, who do whatever they are told. There are many modern books, advertised as masterpieces of literary art, which I should be glad to see destroyed by rats

and worms, let alone Hitlerites. There are many idiotic experiments in nakedness, in the northern climate of Europe, which might well be exterminated by germs, let alone by Germans.

No; the essential point does not concern any of those questions, such as arose also in the fall of Roman civilisation; questions in which the barbarians might happen to be right, and the decayed citizens of civilisation might happen to be wrong. It is none the less true that civilised men must defend civilisation against any sort of barbarians. And the reason is, that civilisation retains the power of curing its own diseases, whereas it is only by an accident that the barbarians may be free from the disease. If England is prostrate with influenza, it may conceivably (of course) be invaded by Eskimos, who may conceivably (of course) be generically immune from influenza

But that does not mean that Eskimo culture is really superior to English culture. It does not even mean that Eskimos could guard against influenza so promptly or practically as Englishmen could guard against a return of influenza. The advantage is with our culture—even germ-culture. The bother with the barbarian is that he is right by accident, and sometimes does not even know why he is right. The case for the civilised man is that he is wrong by his own fault, and knows it is his own fault; and, knowing that he is wrong, may have some reason to put him-self right. Never be merely on the side of barself right. Never be merely on the side of par-barism, for it always means the destruction of all that men have ever understood, by men who do not understand it.

advantage of hypnotism.



OF EXCEPTIONAL INTEREST AT THE MOMENT IN VIEW OF THE WILBERFORCE CENTENARY CELEBRATIONS, RECENTLY CONCLUDED: THE UNFINISHED PORTRAIT OF WILBERFORCE, EMANCIPATOR OF SLAVES IN THE BRITISH POSSESSIONS, BY SIR THOMAS LAWRENCE, IN THE NATIONAL PORTRAIT GALLERY.

In our last issue we illustrated an interesting feature of the Wilberforce Centenary celebrations at Hull—the waxwork effigy of the great emancipator of slaves which was presented to the city and figured in the celebrations. An exhibition of autograph letters and books relating to Wilberforce was also opened on July 24, for six days, at the Hull Central Library. A small exhibition in the Public Record Office, of relevant documents from the War Office and Treasury papers, was held to celebrate the centenary of the abolition of slavery in British possessions. Special commemoration services were held at all places of public worship in Hull on July 30. In the evening, a united meeting representing all phases of civic life was held in the Hull City Hall; and Sir Arthur Steel-Maitland, M.P., and Mr. Richard Wilberforce (great-grandson of William Wilberforce) addressed the assembled company.

That is the sense in which a detached and dispassionate person, watching that strange turn of the tide in the centre of tribal Germany, will be disposed to suspect a tragedy. The Germans have done many things that many of us may think right, but there is nothing to hold them back from doing anything that all of us think wrong. There have been many such ethical eddies in history, and the trouble with the German ones is that they have always been more ethnical than ethical. That is, they have perpetually turned back, by a sort of introspective or centripetal movement, from the judgment of Christendom to the judgment of Germany. The debate always turned judgment of Germany. The debate always turned from considering whether the German was really right to considering how really right the real German had always been. It is quite true that the word German is used to cover a vast variety of tribes and trends, about which historians may debate as they please.

But it is a manifest modern fact that this racial mass has been, even if only recently, solidified by a staggering sense of triumph, and a hypnotic faith, that it is all one people. Oddly enough, indeed, its really staggering triumph was followed very rapidly by a much more staggering defeat. But that is the advantage of hypnotism. That is the charm of illusion and the compelling power of unreality. Germans, not being realistic, have already forgotten that they were defeated ten years ago; but they still remember vividly that they were victorious fifty years ago. That is the advantage of being a sentimentalist. You only remember what you like to remember. It is also the advantage of being a barbarian.

When we say that something must have its head, we generally say it of some animal with a rather inferior head. A horse may occasionally have its head, but a horseman who had his head, in that blind and instinctive sense, would probably have his head punched by other and more judicious horsemen. The danger of the emergence of anything really barbaric in the world is that we do not know what it will do next, or where it will turn up at last; just as we do not know whether a runaway horse will be stopped by the nearest policeman or will be smashed in a shop-window two miles away. And this, let it be noted, has very little to do with the original cause of the accident, or with whether it was the sort of incident we should call an excuse for the horse, or even a justification for the horse. The horse might have been subjected to a shock that no normal horse could be expected to stand. There would always be, in judging the horse as a horse, a difference between his having shied because a baby threw a ball, or bolted because an anarchist threw a bomb. But we are still judging, justly or unjustly, according to what is called the nature of the beast. Now Barbarism is a beast, and has the nature of the beast. It is not peculiar to any particular movement among Teutons, any more than among Turks Mongols or Slavs. all of these we can mark the moment of history when men turned back towards it, and delayed for centuries the civilisation of mankind. What is really disquieting about this new note of narrow nationalism

or tribalism in the north is that there is something shrill and wild about it, that has been heard in those destructive crises of history. There are many marks by which anybody of historical imagination can recognise the recurrence: the monstrous and monotonous omnipresence of one symbol, and that a symbol of which nobody knows the meaning; the relish of the tyrant for exaggerating even his own tyranny, and barking so loud that nobody can even suspect that his bark is worse than his bite; the impatient indifference to all the former friends of Germany, among those who are yet making Germany the only test—all these things have a savour of savage and hasty simplification, which may, in many individuals, correspond to an honest indignation or even idealism, but which, when taken altogether, give an uncomfortable impression of wild men who have merely grown weary of the complexity that we call civilisation.

ETON FLOOD-LIT-A FAREWELL GIFT FROM THE RETIRING HEADMASTER.



ETON COLLEGE FLOOD-LIT FOR THE FIRST TIME: SCHOOL YARD, WITH ITS STATUE OF THE FOUNDER, KING HENRY VI., TRANSFIGURED BY THE LIGHTS—LUPTON'S TOWER IN THE BACKGROUND AND CHAPEL ON THE RIGHT.



DR. ALINGTON'S FAREWELL TO ETON, WHERE HE WAS HEADMASTER FROM 1916 UNTIL THE END OF THIS SUMMER TERM: SCHOOL YARD, BRILLIANTLY FLOOD-LIT, PACKED WITH ETON BOYS AS THEY SANG THE SCHOOL SONGS—DR. ALINGTON STANDING ON THE STEPS OF CHAPEL ON THE RIGHT, TO ADDRESS SCHOOL FOR THE LAST TIME

Dr. Alington, who retired from the Headmastership of Eton at the end of the summer term, arranged a memorable farewell entertainment on the night of July 26. Between ten and eleven o'clock the College buildings were brilliantly lighted—the first time that flood-lighting has been used at Eton. A moving light was used, and the impression was indescribably effective as the shifting light and shadow moved over the old walls. The whole school, after proceeding through the Cloisters and Brewhouse Yard, and past the East end of Chapel, assembled in School Yard, as our lower photograph shows, and sang the familiar Eton songs. "The Boating Song"

was sung, and then verses of Dr. Alington's own composition set to the tune of the "Londonderry Air," the "Vale," the "Carmen Etonense," "Auld Lang Syne," and "God Save the King." In the course of the proceedings, the Captain of the School, A. T. G. Holmes, presented the Headmaster with a motor-car and a silver cup, the parting gift of the boys of the school. Dr. Alington became Headmaster of Eton in 1916, and leaves to take up his appointment as Dean of Durham. His successor as Headmaster is Mr. C. A. Elliott, who, an old Etonian himself, and a layman, comes to Eton from Cambridge, where he was Senior Tutor at Jesus College.

"PARMA'S" 83;DAY PASSAGE FROM AUSTRALIA:



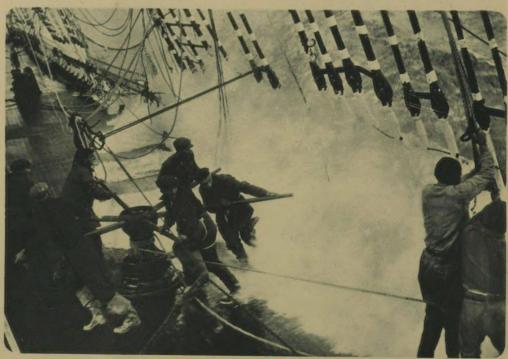
AT WORK ON A YARDARM OF A SQUARE-RIGGED SHIP: A BOY AND GIRL APPRENTICE OF THE "PARMA" ON A DAY OF SMOOTH SEA AND LIGHT WIND.



FLAT CALM—THE GREATEST DREAD OF THE GRAIN RACERS: APPRENTICES ON THE TOPMAST HAVING SOME TROUBLE WITH THE ROYAL TIE,



A CREW OF BOYS, MOSTLY GERMANS AND FINNS, WHOSE AVERAGE AGE IS ABOUT SEVENTEEN:
MAKING FAST THE CRO'JACK ON THE "PARMA'S" RECORD VOYAGE THIS YEAR.



ROUGH WEATHER ON THE CAPE HORN PASSAGE: THE "PARMA" SHIPPING A SEA—THE SORT THAT HAS MANY TIMES SWEPT A BOY OVER THE SIDE IN THE GRAIN RACE.

LATE in the evening of May 23, the Finnish four-masted barque "Parma," one of the twenty-one sailing-ships that competed in this year's Grain Race from Australia, put into Falmouth after making the quickest passage that has ever been recorded. She made the voyage from Port Victoria to Falmouth in eighty-three days, and won the race for the second year in succession. Her part-owner, Mr. A. J. Villiers, who was on board, contributes on the following page an article of very great interest describing the race, the conditions under which it is sailed, and the life that was led by the young sailors, mostly lads of about seventeen, who formed the "Parma's" crew. Two girl apprentices

LOOKING UPWARDS AT THE ROW OF BELLYING SAILS: A FINE BREEZE IN THE OLD CANVAS BLOWING THE "PARMA" ALONG.



A DECK VIEW OF THE "PARMA" RUNNING FREE; WITH THE GIRL APPRENTICE, LIND, AND THE CAPTAIN'S DAUGHTER "AT WORK" ON THE POOP.

sailed this year on the "Parma" and bore their share in the work. Mr. Villiers's recently published book, "Voyage of the 'Parma,'" tells with great vividness the story of her passage last year, and gives a thrilling account of the perils and the hardships that are inseparable from the voyage of a windjammer in the Cape Horn trade. It is a dying trade that these ships ply, for the era of sail in commerce cannot last much longer. As the present ships one by one go out of commission, none will replace them. There is romance in the survival of these last windjammers—but a romance that the sailor must discover for himself, because it is deeply buried beneath endless toil and acute discomfort.

THE RECORD, BREAKER OF THE GRAIN RACE.



THE TUNE OF THE WIND IN THE RIGGING AND FLYING SPRAY: THE "PARMA" ROLLING ALONG WITH THE WIND ON HER STARBOARD QUARTER.



"A TALL SHIP": LOOKING DOWN FROM THE MIZZEN-MAST ON THE JIGGER; WITH AN APPRENTICE AT WORK IN THE JIGGER TOPMAST RIGGING.







TRADE: CAPE HORN THE THE SHIPS THAT RACE IN

"PARMA," RECORD-BREAKER IN THIS YEAR'S GRAIN RACE, THE AND HER CREW OF YOUNG APPRENTICES.



By A. J. VILLIERS, Author of "The Voyage of the Parma," "By Way of Cape Horn," etc.;
Part-Owner of the "Parma." (See also Pages 204 and 205).



GIRL APPRENTICE WHO SAILED IN THE "PARMA" THIS YEAR AND WORKED AS AN ORDINARY MEMBER OF THE CREW: APPRENTICE LIND OF NORWAY.

WITH a record passage of eighty-three days—the best since the clipper days—the Finnish four-masted barque Parma came into Falmouth Bay one day last spring. Once more racing with the westerly gales that blow from Australia towards Cape Horn, fifteen of the last surviving square-rigged ships sailed in February from small south Australian ports laden deep with golden grain for the English Channel for orders—the old, old road of the clippers and the wool-carriers, the immigrant ships, the convict ships, and the grain-traders last of all. Every surviving sailing-ship still in commission was in the race this year, and a grand fleet of twenty-one sailers came by way of Cape Horn. Interest in the race was heightened by the entry of the very fine modern German four-masted barque Cape Horn. Interest in the race was heightened by the entry of the very fine modern German four-masted barque Priwall, in the Australian trade for the first time. The Priwall, which is, perhaps, the finest sailing-ship left in the world (with the possible exception of her sister-ship, Padua), was built in 1921 for the famous Laeisz Line in Hamburg for its Chilean nitrate trade.

Now that trade is ended, and of the six tall four-masters with the end, only the Priwall.

Hamburg for its Chilean nitrate trade.

Now that trade is ended, and of the six tall four-masters which carried on for Laeisz until the end, only the Priwall remains in service under the German flag. She is manned by sixty boys and carries a full crew of well over seventy hands. She is capably—indeed, brilliantly—officered by fine seamen long trained in the Cape Horn school, as all these Laeisz ships always were. Last representative of what has been for so many years one of the great sailing-ship nations in the world, the Priwall this year was determined to lower the colours of the fleet Finns. To them the race has been given up for too long—until in the fleet of twenty ships which set out last year, seventeen were Finns, and the sailers from the far Baltic islands have taken the winning places in the race almost without exception since the war.

The twenty-one ships in this year's race were the four-masted barques Priwall, Pamir, Parma, Passat, Pommern, Ponape (all former Laeisz nitrate clippers), Herzogin Cecilie, L'Avenir, Archibald Russell, Olivebank, Lawhill, Abraham Rydberg, C. B. Pedersen, Magdalene Vinnen (auxiliary), Viking; the ship Grace Harwar; the four-masted barquentine Mozart; and the barques Favell (Penang, Killoran, and Winterhude.

Two of these are German, the Priwall and Magdalene Vinnen; two are Swedish, the Rydberg and the Pedersen; and the rest of them are Finns. With the exceptions of the Mozart, Favell, and Parma, all of these are the property of the great Mariehamn shipowner, Captain Gustaf Erikson. The majority of these ships have been racing in the Cape Horn trade since the war, and at least four of them have won.

The teld Laeigra vivole of them have won.

been racing in the Cape Horn trade since the war, and at least four of them have won. The old Laeisz rivals, Parma and Pamir,

raced together once more, as they did so many times to the Chilean ports and again last year in the Grain Race, when, new-comers there, they sailed together and came in together in the van of the fleet, came in together in the van of the fleet, after 103 days, with the Parma so little ahead that it was almost a dead-heat. This year each was determined decisively to defeat the other. Their same masters were in command—Ruben de Cloux in the Parma, and his old chief mate, Sjøgren, in the Parma. Each is sailed by a crew of boys, twenty or so of them, with an average age of about seventeen. With the exceptions of the masters, no one in either ship is over thirty, and in the whole fleet of twenty-one vessels there are not

and in the whole fleet of twenty-one vessels there are not six men over forty years of age. Even the senior officers are, for the most part, mere striplings of twenty-two and twenty-three. The crews these ships carry to-day are the

smallest crews they ever had. Yet they are the same ships. They have not been cut down in any way. Their rigging plans are unaltered. They do not stumble, poor, forlorn, rigged-down derelicts, along their humble paths in the lonely ocean. Humble paths they sail, away from the belching steamers of commerce; but they sail them proudly still. They sail magnificently, as they always have, with the smallest and youngest crews they ever had, along the same hard road they always sailed; and if they come in sometimes with a tattered ensign at half-mast—well, they have done that before, too. The Pamir was 92 days. Only one other ship had a passage of less than 100 days—the Pommern, with 98.

Driven from every other trade, only the grain trade from Australia now remains to the big sailers. They load in small ports and carry their cargoes direct to the English Channel by way of Cape Horn, making no deviations, calling at no ports, consuming no bunkers, hiring no engineers. With the exception of one vessel, there is not an engine amongst them. They have no steam winches on deck to help the hands. Most of them have no radio. They carry no modern improvements. They secure their crews for the reason that

They carry no modern improvements. secure their crews for the reason nearly all European nations still insist that any youth who desires to become that any youth who desires to become a seagoing officer in steam must first serve at least twenty months in sail. From Germany, Sweden, Belgium, Britain, Finland, the United States (where no such stipulation is made), applications for places in the ships pour in to the owners. It is not a case of looking for a crew so much as stopping young people from going in them. I looking for a crew so much as stopping young people from going in them. I think I receive, myself, at least twenty letters weekly from fine young boys—and sometimes from girls as well—who want to go in the *Parma* or any other vessel that will take them. I have almost invariably to answer "No." There are no vacancies. The majority of the crews are young boys who pay for the privilege of being apprenticed to the vessels.

the vessels.
Girls have never had the opportunity nor, perhaps, even the desire—of joining in the work of a Cape Horn sailer before. Few of them can get it now. Most of the ships will not take them, except, perhaps, here and there purely as passengers (in the L'Avenir and Herzogin Cecilie, for example, which

passengers (in the L'Avenn and Herzogm Cecilie, for example, which took a Swedish Baroness on her last round voyage): two is the greatest number any ship can stand. They may go aloft, bear a hand at the wheel in good weather, scrub dishes and decks, clean out pig-pens, help the sailmaker, do the bidding of the mates, bos'ns, etc., and in general carry on the ordinary duties of the apprentice at sea. With this vital exception—they

It is a tough life, fighting round the Horn in a deep-laden grain-ship. The ships stand out from Australia directly to the south'ard, usually, looking for the strong west winds that blow down there. Not for them the gentle winds of leisured latitudes! They want no calms. Storm or calm, the daily work goes on the same. Each day begins at 6 a.m. and lasts until 6 p.m., with watch and watch working hard all the time. We carried a crew of thirty-two, which is considered large these days, and we had fourteen in a watch—two watches, dividing the twenty-four hours between them. The watches in a Finnish ship are from midnight until 4 a.m., 4 a.m. to 8 a.m., 8 a.m. to 1 p.m., 1 p.m. to 7 p.m., and 7 p.m. to midnight. There are thus no "dog watches," as in the old British ships: but the system has its advantages in permitting the boys an uninterrupted afternoon below every second day—six hours at a stretch. Meals, which consist usually of salt horse, pea soup, or potatoes and bully beef, with



LOVELY MEMORY OF DAYS THAT ARE PASSING: THE PERSON OF THE FINNISH SHIPS OWNED BY C. GUSTAF ERIKSON — PHOTOGRAPHED FROM THE "PARMA THE BARQUE PENANG

The "Penang" this year took 122 days from Wallaroo to Falmouth. She had bad luck in meeting calms and head winds, and when off Buenos Aires encountered a storm which carried away one of her lifeboats. luck in meeting calms and

stockfish and rice on Wednesdays and Saturdays, are eaten hurriedly in watch below, and hot coffee is issued three times daily. At night the watch keep the look-out and the wheel, but no actual work, such as chipping rust or painting, is continued. This ceases at 6 p.m., and during the night hours the watch on deck is required to be awake, alert, and instantly available for whatever duties change of weather may make necessary. Always half the crew is awake and on deck, and the other half is off duty and asleep or resting. In their hours off duty in the bad weather, the boys usually sleep, having considerable arrears of slumber to catch up: but in fine weather they make ship models, read, and yarn. The bad weather usually occupies the first third of the voyage, and the other two-thirds is mainly fine. The boys live in two big steel houses on the main deck, sleeping in shelf-like wooden bunks with straw mattresses. In the Tropics they sleep in rope hammocks on deck, but this is generally to avoid the forecastle bunks. They sleep, eat, talk, live, and fight all in the same room, but they do not fight very much, for all the differences in nationality among them. They take turns at washing dishes, though this is a duty generally imposed on the first-voyage apprentices, who are required to do the lowliest work on board—I suppose, just to impress upon them their foolishness in going to sea. But who are required to do the lowliest work on board—I suppose, just to impress upon them their foolishness in going to sea. But they never are impressed, and they always come back again for more. The mortality is high. In bad years an average of one boy in each ship and one ship in the fleet is lost. Most of the boys who die are swept overboard and drowned. Most of the ships that go are "missing"; they sail, and are never heard of again. The Danish training-ship K\$\frac{1}{2}\$benhavn went like that in 1928, with ninety boys. . .

We are glad that the old Parma, in the Grain Race just ended, came rolling home in eighty-three days. We hope she will line up with the fleet while the wind can blow her, while there is a sack of wheat for sails to carry, and a bolt of canvas to spread from her high yards.



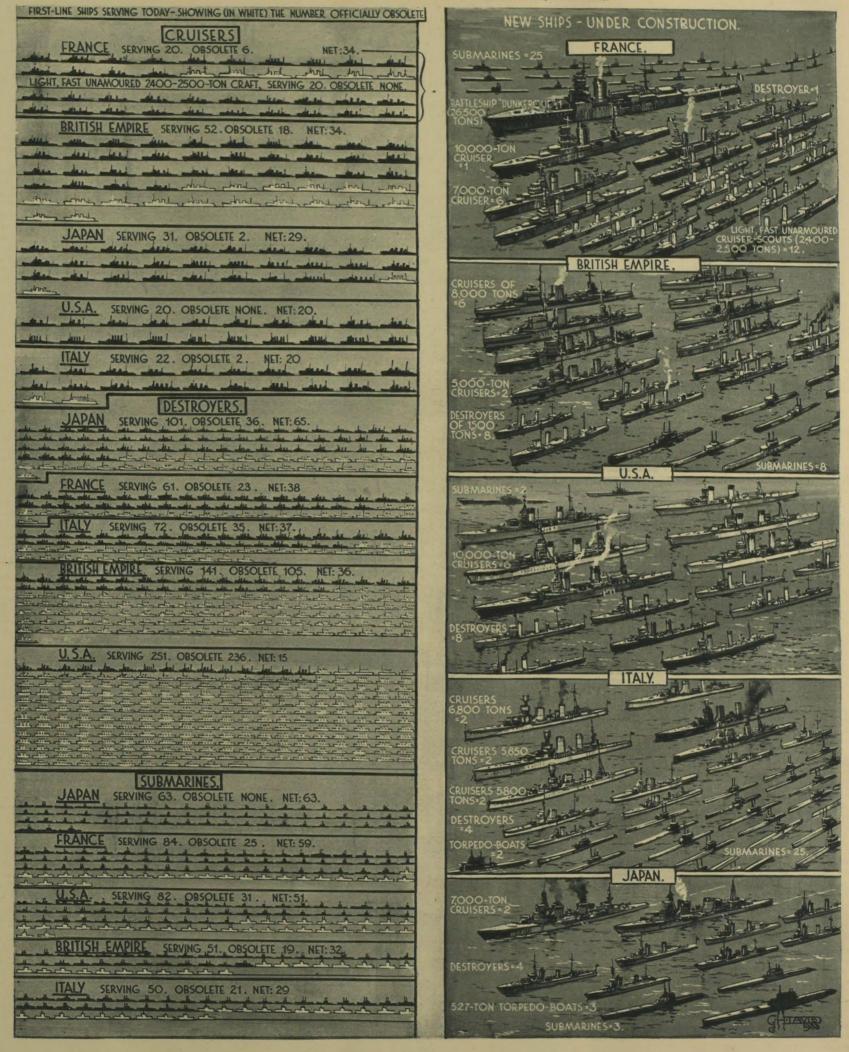
RECORD-BREAKER, WITH HER PASSAGE THIS YEAR OF EIGHTY-THREE DAYS: FINNISH FOUR-MASTED BARQUE "PARMA," DEEP-LADEN WITH GRAIN AND HEAVILY SPARRED.

A fleet of twenty-one sailers came home by way of Cape Horn this year, taking advantage of the westerly gales that blow in the South Pacific. Every surviving sailing-ship still in commission competed.

needn't work when they don't want to. And they live in comfortable cabins by themselves. Our two in the Parma were healthy, happy, and contented young women: but I do not seriously think any young girl apprentice will remain at the sea life.

THE POWERS' NAVIES-A QUESTION OF OBSOLESCENCE; AND CONSTRUCTION.

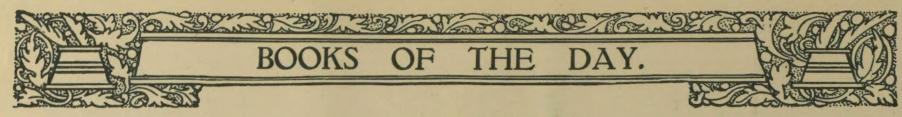
COMPILED FROM OFFICIAL SOURCES AND DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS.



FLEETS OLD AND NEW: SHIPS OF THE GREAT NAVAL POWERS-OBSOLETE, BUT IN SERVICE; AND BUILDING.

In view of Navy Week and of the First Lord's statement that the British Navy has been cut to the bone, while others have made no step towards "universal brotherhood," it is of value to re-examine the position of the chief Powers with regard to war-ships old and new. The life of a cruiser is officially reckoned as sixteen years; that of a destroyer as twelve years; and that of a submarine as thirteen years. We here suggest diagramatically what would happen if it were decided to scrap all the obsolete vessels. It would be realised, for example, that, although Great Britain has fifty-two cruisers of the first-line in service, eighteen of these are obsolete; and that Japan, the U.S.A., and Italy have now removed practically all their old ships. The details of the ships now building is from the latest edition of the official Return of Fleets, which shows France

with a great battle-ship, seven cruisers, and twelve fast, unarmoured cruisers on the stocks. The last-named she calls flotilla leaders; but, owing to the fact that she did not sign the Treaty restricting the size of this type of boat, her "flotilla leaders" are far larger and more powerful than any other leader or destroyer building elsewhere. Therefore, these ships are now being reckoned as cruisers. In addition, France is building no fewer than twenty-five submarines. Italy, it will be observed, also has an ambitious submarine programme. Whereas Great Britain, Japan, and Italy are building cruisers of 8000 tons or less, the United States still concentrates on the powerful 10,000-ton ships. There is, of course, another influence at work in naval construction; and that is the building of the German 10,000-ton cruisers, which have now been classed as battle-ships.



WE are supposed to be a seafaring race, but until recently many of us have been content, in holiday time, to answer the call of the sea by bathing at its fringe, or sitting on the beach in a deck-chair and reading a detective story, while the children build sănd-castles. I am about to do something of the sort myself. Of late years, however, there has developed the more adventurous custom of making holiday upon the sea instead of merely beside it, and for those without "encumbrances," or able to dump them on other people, such is indeed a delectable change. Moreover, it tends to relieve the congestion of summer visitors round the shores of our rather too tight little island. For the general run of land-lubbers, of course, a sea-going holiday means a cruise in a luxury liner, such as the shipping companies nowadays provide in laudable abundance. Never before have there been such facilities for seeing the world, available to the industrious poor as well as the idle rich. One finds evidence of the fact in holiday correspondence. The other day, for example, a London woman "of moderate means," gallivanting about the Baltic, sent us a

Baltic, sent us a picture postcard from Helsingfors; and I have at various times received similarly seductive missives from such places as Capri, Gibraltar, and North Africa.

All that is quite as it should be, but there is a still more alluring form of sea-travel, suited to independent spirits, and that is to be the master of one's own craft and sail the seas at will. Although I have never possessed anything larger than a single sculling boat, which I kept at the port of Richmond Jubilee, even that was enough to make meappreciate the delights of ownership. All that the owner-sailor needs to know is contained in a new volume (No. XV.) of that famous sporting encycloredia the Lordole

make meappreciate the delights of ownership. All that the owner - sailor needs to know is contained in a new volume (No. XV.) of that famous sporting encyclopædia, the Lonsdale Library, to wit, "Cruising and Ocean

pædia, the Lonsdale Library, to wit, "Cruising and Ocean Racing," with over 500 Illustrations (Seeley Service; 21s.). This is a work of multiple authorship, and the names on the title page, which will speak for themselves among those who know, are E. G. Martin, John Irving, J. R. Barnett, George Corderoy, W. Lyall, J. B. Kirkpatrick, J. Maclean-Buckley, W. McC. Meek, L. Richardson, R. Somerset, Sir Arthur Underhill, and Brian Waite. The first two names are given prominence on the wrapper.

Expert hands, both veteran and modern, have dealt with every phase of the subject, including, among much other detail, yacht design and construction, lighting, heating, and sanitation, rigging, auxiliary power, dinghies, anchorage, coastwise navigation, foreign cruising, weather-lore, repairs, insurance and legal matters, racing, cookery, and the medicine chest. One important chapter—an authentic manual of Yacht Flag Etiquette, has been accepted as correct by the Admiralty, who stipulated that a copy should be sent to the Yacht Clubs of the United Kingdom, Ireland and the Dominions. A separate pamphlet embodying this chapter, printed for that purpose, is included with the volume. The general aims of the book, and the lines on which it has been "built," can best be indicated in its own words. "This volume had to be a veritable dictionary of the 'Do's' and 'Don't's' of yacht-cruising; . . . it had to cover the needs of the owner-skipper of the handy 5- or 10-tonner, and also the needs of the owner of the large, well-manned, deep-sea cruiser. . . In short, in common with the other volumes in the Lonsdale Library, it had to be entirely comprehensive, and be the guide, philosopher, and friend of the beginner, as well as the certain source of reference of the more experienced yachtsman." That programme, it seems to me, could not have been more admirably fulfilled.

As an application to particular localities of the general

As an application to particular localities of the general advice given in the chapters on anchorage and moorings, a book that should be very useful is "THE YACHTSMAN'S PILOT" to the harbours of England, Wales, Scotland, Ireland, and the Continent of Europe from Ymuiden to Bordeaux. By E. Keble Chatterton. Illustrated with thirty-two Harbour Plans (Hurst and Blackett; 21s.). The author, whose latest cruising chronicle, "Through Brittany in Charmina," was recently mentioned on this page, has to his credit some thirty-seven books on various aspects of

maritime life—naval, mercantile, piratical, and recreational. The present volume, based on nearly forty years' experience in home and continental waters, is intended to be of practical service to yachtsmen, especially owners of small craft. "The aim has been," Mr. Chatterton says, "to give the reader just those essential facts which, as a stranger entering a port, he particularly desires."

For the neophyte in yachting, who has not reached the stage of requiring the advanced literature of the subject, or the largest works of reference, valuable aid is afforded by a new volume in the Sports and Pastimes Library—"The Art of Sailing." A Practical Handbook on the Equipment, Handling and Upkeep of Open, Half-decked and Small-decked Boats. By Major-General H. J. K. Bamfield, C.B., D.S.O. and S. E. Palmer. With Photographs, and Diagrams by "Van" (Witherby; 10s. 6d.). The authors make a definite bid to stimulate what, as our readers will remember, has been called "Marine Caravanning," as an alternative to motoring. "The roads," they point out, "get more and more crowded, but the sailing fleets do not grow larger.

point out, "get more and more crowded, but the sailing fleets do not grow larger. In popular fiction a yacht is so often one of the insignia of wealth that pleasure sailing is considered by many as an expensive pastime. It need not be." Generous tribute is paid by General Bamfield and Mr. Palmer to the works of other writers on yachting, and, anticipating the question whether there is room for yet another addition to the list, they write: "To this very pertinent enquiry the authors would reply that this humble volume is dedicated to the novice. The rudiments of the art — both the elementary rules of

here presents again the romance and drama, sometimes the tragedy, of life aboard one of the big "wind-jammers" that bring wheat from Australia to England, keeping up the traditions of the "golden age of sail." The three volumes form a trilogy of modern seafaring that can bear comparison with the best that has been written in that genre, and the story is heightened by dramatic illustrations. "I have tried to do for the last of Sail," the author writes, "what I wish someone had done for the clippers." The four-masted barque Parma, of which he was part owner, and in which he was accompanied by his wife, carried a wheat cargo of 52,000 tons, and won last year's grain race by accomplishing the voyage of 15,000 miles in 104 days. This year she won again with a record voyage of 83 days.

In the course of his book Mr. Villiers tells how "the surviving square-riggers" came to take part in these annual contests. "Since they are all in the same trade and all load new season's wheat, they find themselves involved in a 'race,' whether they wish it or not. In them all the spirit of rivalry and sportsmanship is keen. . . . This race is no heart-beating thrill that is over in a few seconds with shouts and cheers. It means going on day after day for three or four months getting the best out of each of the ships, in spite of whatever handicaps she may have, nursing her through gales and sneaking her through calms, driving her round the Horn and getting the best out of her in the Trades, never knowing where any of the other ships may be—ahead or astern, or even if they are still afloat." On page 206 in this issue Mr. Villiers describes this year's race, and we also publish, on pages 204 and 205, photographs taken on board the Parma during her record voyage.

In strong contrast to the atmosphere of stress and hard work pervading the Australia-to-England voyage, described in the last-named book, is a light-hearted account of a trip, not all by water, in the opposite direction, told with amusing gusto in "HALF THE SEAS OVER." By Clifford W. Collinson. With sixty-four Illustrations and twelve Maps (Hutchinson; 18s.). This is not a special holiday cruise, but a ramble across the world by various regular means of travel on sea and land., Referring at the outset to his previous book, "Life and Laughter 'midst the Cannibals," the author says: "Having already told in another place of my life and doings in the Solomon Islands, I propose in the following pages to relate the story of how I got there, and what befell on the way." Accompanied by his friend George (a popular name for travel companions ever since "Three Men in a Boat") he made the first stage of the journey in the Aquitania to New York. Subsequent chapters take us successively to a Canadian lumber camp, across the Rockies to Vancour porthward to Alaska

to New York. Subsequent chapters take us successively to a Canadian lumber camp, across the Rockies to Vancouver, northward to Alaska and the Yukon, southward again to San Francisco, and thence, taking to the sea again, in turn to Hawaii, Japan, China, the Philippines, Thursday Island, and Sydney. There George was recalled to England, and we leave the author starting alone for the Solomons. It is all very picturesque and entertaining.

Although I intended to confine this article to books on sea-travel, I have already deviated somewhat from that programme, and, just to show there is no ill-feeling towards the land, I will conclude by mentioning an attractive little book for the motoring fraternity, named "Enchanted Ways." By John Prioleau, author of "The Open Road Abroad." With numerous drawings by G. E. Chambers, and sixtynine Maps (Dent; 5s.). The author takes us rapidly all over England and Scotland, and his book is not out of place in this galley since his allusions to the sea suggest that car and yacht can be in close alliance. For Mr. Prioleau, the road ever calls to new adventure, and it

Prioleau, the road ever calls to new adventure, and it has far horizons. He writes of "open country, woods and valleys, friendly birds and beasts in wild places; great hills and forgotten villages at the end of empty lanes; the sea breaking in cold fury on the grey beaches of the north, amusedly on the sounding shingle of the south; remote islets at the mouths of lochs in the blue dusk of a midsummer's night; rivers, brooks full of trout, estuaries with coastwise shipping . . . ten thousand pictures that renew themselves for you every day, by enchantment and nothing else, from the Goodwin Sands to Cape Wrath." Are there not here the makings of a yachtsman?

C. E. B.



EXACTYM SCHEMA TOGA CHRISTI INCONSYTILIS IN TREVERENSI ECCLE: ASSERVATA



THE HOLY COAT ON VIEW IN TREVES CATHEDRAL: PILGRIMS BEFORE THE SACRED RELIC, WHICH HAS ALREADY BEEN SEEN BY MANY, INCLUDING THE QUEEN OF THE BELGIANS.

QUEEN OF THE BELGIANS.

At the Pontifical Mass in Treves Cathedral on Sunday, July 23, that famous relic, the Holy Coat, which, according to tradition, is the seamless coat worn by Christ for which the Roman soldiers cast lots at the foot of the Cross, was exposed to view for the first time since 1891, in which year, it may be added, it was venerated by nearly two million pilgrims. Needless to say, many thousands will see it during the present Extraordinary Holy Year and Great Jubilee (April 1, 1933—April 2, 1934), which celebrates the nineteenth centenary of the Crucifixion, for it will be shown until September 10. On July 27, the Queen of the Belgians visited Treves Cathedral to see the relic, arriving as an ordinary pilgrim, accompanied only by her chaplain and a lady-in-waiting. It is of interest to recall, also, that Herr von Papen, the German Vice-Chancellor, was one of those attending the Mass in the Cathedral on July 23.

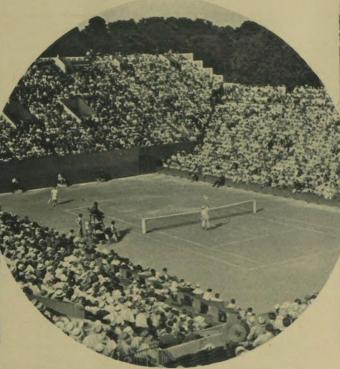
sailing, and the choice and handling of the open and half-decked boat—seem to have been overlooked to some extent. We hope that this volume—the result of many years of experience—may contain hints that will be of practical use to the beginner."

Sailing of a more serious character, and on a larger scale, has inspired an epic of the sea entitled "Voyage of the 'Parma'": The Great Grain Race of 1932. By A. J. Villiers. With thirty-one Photographs by the author (Bles; 25s.). As in his previous books, "Falmouth For Orders" and "By Way of Cape Horn," Mr. Villiers

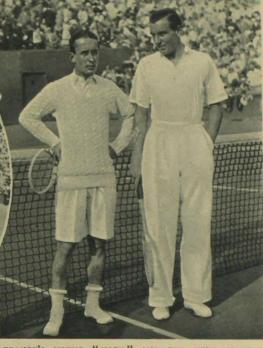
AFTER 21 YEARS: GREAT BRITAIN WINS THE DAVIS CUP-FROM FRANCE.



H. COCHET (LEFT) AND H. W. AUSTIN, BOTH IN SHORTS, BEFORE THEIR MATCH, WHICH COCHET WON BY 5-7, 6-4, 4-6, 6-4, 6-4.



THE MATCH THAT DECIDED THE DESTINATION OF THE CUP: PERRY (RIGHT) PUTTING AWAY A VOLLEY IN HIS MATCH WITH



FRANCE'S YOUNG "HOPE" AND THE HERO OF THE BRITISH TEAM: ANDRE MERLIN (LEFT) AND F. J. PERRY, WHO WON BY 4-6, 8-6, 6-2, 7-5.

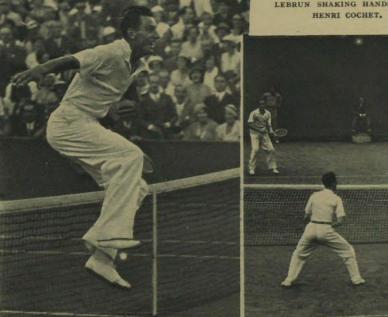


THE TEAMS PRESENTED TO THE FRENCH PRESIDENT BEFORE THE FIRST DAY'S PLAY AT THE STADE ROLAND

PLAY AT THE STADE ROLAND GARROS, AUTEUIL: M. ALBERT LEBRUN SHAKING HANDS WITH HENRI COCHET.



THE DAVIS CUP—NOW BRITAIN'S PROPERTY FOR THE FIRST TIME SINCE 1912:
MR. H. ROPER BARRETT, NONPLAYING CAPTAIN, PROUDLY
HOLDING THE TROPHY; LORD
TYRRELL ON RIGHT.



PERRY LEAPING THE NET AFTER HE HAD BEATEN MERLIN IN THE FINAL MATCH, WATCHED BY 15,000 VERY KEEN SPECTATORS.



THE DOUBLES, WHICH FRANCE WON WITH A SCORE OF 6-3, 8-6, 6-2: G. P. HUGHES, J. BRUGNON, H. G. N. LEE, AND J. BOROTRA (LEFT TO RIGHT).



JEAN BOROTRA, ONE OF FRANCE'S "FOUR MUSKETEERS" AND STILL AN INCOMPARABLE DOUBLES-PLAYER, REFRESHING HIMSELF WITH SUGAR.

Great Britain won the Davis Cup this year, in a field of thirty-three nations, for the first time since 1912. Spain, Finland, Italy, Czechoslovakia, Australia, and the United States were successively defeated on the road to the challenge round against France, which, played at the Stade Roland Garros, Auteuil, on July 28, 29, and 30, resulted in a British victory by three matches to two, Great Britain winning three Singles and losing the Doubles and one Single. On July 28 H. W. Austin opened against André Merlin and won easily by 6—3, 6—4, 6—0. F. J. Perry followed with a

magnificent win over Henri Cochet, the score being 8—10, 6—4, 8—6, 3—6, 6—1—a match which, as things went, decided the destination of the Cup. On the following day France won the Doubles, that well-tried pair, Jean Borotra and Jacques Brugnon, beating G. P. Hughes and H. G. N. Lee in straight sets. The remaining Singles were played on July 30. Cochet beat Austin, in a thrilling and most evenly contested match, in the fifth set, and the score was then two all. Amid scenes of great enthusiasm, Perry then won against Merlin to give Great Britain the Cup.

In view of the unrest on view of the unrest on the North-West Frontier, which began on July 22 with an attack by 1000 Upper the subsequent bombing by R.A.F. aeroplanes of the village of Kotkai, in Bajaur, neighbouring territory co-operating with the Mohmands, we bubextreme interest by Sir Philip Sassoon, who deals with the importance of air power to the British Empire, and the advantages of re-taining bombing in circumstances such as those obtaining on the Frontier. An apitator known as the" Crazy Fakir

February and March last, led a similar agitation further south, when Waziris and Mahsuds (part of whose territory is illustrated in the panorama below) invaded the Khost on the Afghan side of the frontier.

A IR Power, like Sea Power, has two aspects, the commercial and the military. If the history of sea A commercial and the military. If the history of sep-power throughout the ages is any guide, it would appear that these two aspects are complementary, and that neither can exist for long without the other. There is a striking passage in Mahan, in which he illustrates the axiom that sea power is dependent upon both commercial and paval

Discussing the position of England and France at the close of the War of the Spanish Succession (1713), he says:—
"The sea power of England, therefore, was not merely in
the great Navy, with which we too commonly and exclusively associate it; France had had such a navy in 1688, and it shrivelled away like a leaf in fire. Neither was it in a prosperous commerce alone; a few years after the date at which we have arrived the commerce of France took on fair proportions; but the first blast of War swept it off the seas as the navy of Cromwell had once swept that of Holland. It was in the union of the two, carefully fostered, that England made the gain of sea power over and beyond all other States."

all other States."

I appreciate that argument based upon analogy has its dangers. Yet statesmen in all ages have had to rely, in part at any rate, upon historical analogy as a foundation for future policy. That new form of power which has come into being as a result of man's conquest of the air cannot afford to ignore the lessons of past experience in the development and maintenance of sea power. There are too many resemblances between the two. Any review of air power in the Middle East must concern itself, therefore, both with commercial air routes and with military aviation in that most interesting area of the world's surface. Until the time comes when the police definitely and finally replace the Defence Services in the realm of international affaire commercial aviation in the Middle East as elsewhere



GROUND, NORTH KASHMIR—AMID COUNTRY THAT OFFERS VERY GREAT DIFFICULTY TO ALL OPERATIONS OTHER THAN THOSE FROM THE AIR. Royal Air Force Official Photograph. Crown Copyright Reserved

cannot be relied upon to prosper permanently unless it is supported by military air forces sufficient to maintain, if challenged, the control of the air. On the other hand, in the absence of a prosperous air-borne commerce, in which expression I include mails, passenger traffic, and goods traffic, military air forces must lack one of the most

The military and commercial importance of Egypt, as the natural point of juncture of our main trunk air routes to the Eastern and African portions of the Empire, as well as by reason of the Suez Canal—is such that it is difficult to visualise the time when we shall not have to maintain military air forces in this area. They are at the present moment, and are likely to be for many years to come, as necessary for the maintenance of Egyptian independence as for the safeguarding of our communications with South Africa and the Far East. We have had in years not long past considerable trouble in a part of the Sudan with the Nuers, a spindle-legged, primitive people clad chiefly in a long spear or a big club, and with a natural addiction to

When they indulge in their natural proclivities at the When they include in their natural procurings at the expense of white officials or of peaceful native traders and cultivators, it is the obvious duty of the policing power to punish the murderers. The difficulty is to catch them, and, until the aeroplane was brought in to help, catching them took many months and considerable expenditure of life and money. It is important for us to realise that the use of air power for police purposes is not confined to the problems of Iraq or the North-West Frontier. In many

and diverse parts of the Empire there is need for such work.

Iraq remains an essential link in the air route to India,
and provision has had to be made for keeping it open to us. The presence of the Royal Air Force in Iraq to-day is directed (in the words of the Anglo-Iraq Treaty 1930) to the maintenance and protection in all circumstances of and to the discharge of the obligations of mutual assistance which, under that Treaty, exist between the British Government and the Government of Iraq. Yet it is not too much to say that Iran might not be

POLICING FRONTIERS: AND THE NEED FOR

THE WORK OF THE ROYAL AIR FORCE FRONTIER, IN IRAO AND IN SUDAN THE NECESSITY OF ROMRING -KEEPING PEACE, NOT NECESSARILY

By the Rt. Hon, SIR PHILIP SASSOON, Bt., G.B.E.

to-day a member of the League of Nations, were it not for the work done by the Royal Air Force since it took over the defence of Iraq

Force since it took over the defence of Iraq from the Army in 1921.

The saving effected by turning over the responsibility for defence from the Army to the Air Force has been enormous. The Army's proposal Air Force has been enormous. The Army's proposal for the employment of air forces visualised the continued maintenance of a large ground force of all arms with six Air Force squadrons in addition. This would have cost ten millions annually to start with, itself a reduction of over 50 per cent. start with, user a reduction of over 50 per cent.
on the actual cost for the previous year, with a
prospect of ultimate reduction to between seven
and eight millions. The Air Staff proposed the
utilisation of air power as the primary instrument
of control. It estimated that eight squadrons with four Imperial battalions in reserve would be enough, and that the cost would be four millions annually

at first, with a hope of reduction later. The Air Ministry scheme was adopted. The last Imperial battalion left Iraq in 1928; the number of squadrons in the interior has been reduced from eight to four, and the total annual cost to-day

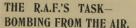
reduced from eight to four, and the total annual cost to-day is about one and a quarter millions.

The facts and figures speak for themselves, and I may add that the ducise of the Royal Air Force in Iraq have not been confined to preserving internal peace. In 1922-23, and again in 1924, they had to deal with Turkish columns invading Iraq through the Northern passes. Again, in 1924 and in the winter of 1927-28 on the Southern frontier, 1924 and in the winter of 1927-28 on the Southern Irontier, the Royal Alir Force had to deal with a series of continuous incursions on a large scale by tribesmen from Nejd. The frontier affected was several hundred miles long and consisted chiefly of barren deserts alternating with large stretches of soft sand, where even amoured cars could not operate. It was only the possession and the use of the aeroplanes which enabled these attacks from outside to be met successfully and at comparatively little cost.

The enormous reduction in cost which follows from the

adoption of air control in such countries as these is due to adoption of air control in such countries as these is due to two factors. The first is the fact that in the aeroplane we possess weapon superiority. Weapon-superiority, which was the cause of our victory at Agincourt and of our suc-cesses in the East from the middle of the eighteenth century until the latter part of the nineteenth century, has to-day largely deserted us, apart from the aeroplane. The traffic in modern arms throughout the East has in recent years steadily been equipping active and virile tribesmen with weapons of precision. Before the arrival of the aeroplane, the gradual loss of weapon superiority on the North-West Frontier and elsewhere was telling its tale in steadily increasing casualties among British ground forces.

The aeroplane has given us back weapon superiority in these regions; if not for all time, at least for many years to come. It may not, even to-day, be impossible for tribesmen to acquire an aeroplane or two. It is impossible for them to maintain machines in fighting condition. The aeroplane has also overcome the second factor which makes ground operations in these countries so costly, namely, the nature of the terrain. Only the aeroplane can do this. The operations



AS POLICE ON THE NORTH WEST AND IN GUARDING AIR ROUTES: CHEAP AND EFFICIENT MEANS OF ATTENDED BY LOSS OF LIFE.

C.M.G., M.P., etc., Under-Secretary to the Air Ministry.

conducted by the Royal Air Force at Aden in the spring of 1928 are, indeed, a peculiarly happy example of the use and effectiveness of air power. Ever since 1930 the Imam of Yemen had steadily encroached on the protectorate territory, until he had advanced within 50 miles of Aden itself and captured two Shelix how were under British and captured two Shelix how were under British

protection.

His Majesty's Government had been defied.
Friendly Arabs whom we were pledged to protect
had been maltreated. Plans worked out for a
ground punitive expedition showed that practically
a whole division would be required, with a transport of 7000 camels at a cost of from six to ten millions. The Royal Air Force undertook the defence of Aden in 1928, with one squadron of twelve machines. After due warning, air operations against the Imam were commenced on the 21st February and continued till 25th March, when the Imam saked, for a true and applications.

Sheiks. One of the conditions on which the truce was granted was that the Imam should evacuate Dhala. He

Again warning was given. It was disregarded. Intensive action was recommenced. The Imam's border garrison and certain military garrisons in the interior of Vemen were and certain military garrisons in the interior of Yemen were attacked. The action of the Royal Air Force roused the spirit of the tribesmen in the occupied territory, and in June the long-scaled Imam of Dhala reoccupied this town. By the end of August the operations of these twelve machines were successfully terminated by the clearing of the Protectorate. They had cost some £8500. There has been no serious troubles since. The history of the North-West Frontier of India during the past ten years teaches the same

Air power is most simply and obviously exercised when Air power is most simply and obviously exercised when it is directed against armed formations, as in the instances I have given. But it can be effectively employed also to deal with villages or tribes who are in open rebellion against the Government. It has the immense advantage that it can be brought into action promptly, thereby in many can be brought into action promptly, thereby in many cases preventing the development of worse trouble. It has been employed in this way on the Nroth-West Frontier, as well as in direct attack, with marked success. Air power has enabled constant observation to be kept by air patrols, over country which can be reached in no other way.

no other way.

The aeroplane is the only kind of policeman to which
no sort of country is any effective bar; but it cannot
perform its police duties effectively unless it is allowed to
bomb. There are a number of points about bombing for police purposes which do not appear to be generally understood. In the first place, modern bounding is not indiscriminate. When circumstances require, a particular house or building can be picked out and hit. Indirect gun fire, even with air observation, would find it difficult to equal this precision. Secondly, except when aeroplanes are employed against armed forces, bombing is not designed to cause casualties, nor does it ordinarily do so. village is usually deserted long before bombing begins.



ON THE NORTH-WEST FRONTIER, WHERE THE NECESSITY OF RETAINING AIR BOMBING IS POWERFULLY URGED BY SIR PHILIP SASSOON IN HIS ARTICLE: R.A.F. AEROPLANES AT KOHAT. Royal Air Force Official Photograph. Crown Copyright Reserved

Ample warning is always given, and the tribestmen have ample time to clear out and take their portable belongings and children, and seldom my. et in so shapsher of women and children, and seldom my. et in so that the contribution of the contribut until the bombing is over.

until the bombing is over.

Bombing for police purposes gets its effects in two ways. It causes a certain amount of material loss; not so much as might be expected, for the buildings destroyed are usually of simple construction, and generally very insanitary. It does cause a good deal of inconvenience and general annoyance. It prevents the tribesmen from following their usual way of like, and they do not like it. But it goes no further than that. The local residents do not appear to treat the destruction of their homes with undue seriousness. A fine or imprisonment would probably be regarded as a more serious matter.

All the evidence shows that bombing does not arouse

All the evidence shows that bombing does not arouse that specially bitter hatred and resentment which it has sometimes been said to cause. The testimony of the political officers on this point is definite and overwhelming. In the words of one political officer, the use of the aeroplane
has done an enormous amount towards increasing the uss one an enormous amount towards increasing the intimate knowledge of the local political officer regarding his tribes, and towards removing the risk of inflicting indiscriminate punishment on the innocent and guilty alike. The result of the use of air control upon the general outlook of the tribesmen of the North-West Frontier is

summed up in the reply by the Government of India to a special inquiry sent from home upon the subject. The reply was as follows: "Of personal rancour over the air operations there has been none... the attitude of the Jirgas was friendly, and for officers of the Royal Air Force Jugas was ineutory, and for otheres of the Royal Air Force the Mahsuds showed a marked respect based on admiration of the work they do." This emphatic expression of opinion has been since confirmed by later enquiries, and it can be asserted with confidence and truth that air action against the tribes is at once humane, effective, and the state of the sta

There is vot dwelt a good deal upor the remarkable econ-omy of money effected omy of money effected by the use of air power. The economy of lives is no less marked. Many urge that, in the general interests of world peace, the use of airfor police air purposes should be abandoned. They should reflect that, if they have their way, they will in the to certain death many hundreds and thou-sands of their own lives would be lost in maintaining the peace of the Empire by the old and costly method of ground expeditions

police purposes on the North - West Frontier and elsewhere for a period long enough for statistical com and seewhere for a period long enough for statistical com-parison to be made with operations carried out in the old style with ground forces. There were, for example, opera-tions in Aden in 1903 and 1904, involving forty-seven British casualties in the first year, and seventy-five in the second. Our casualties in the air operations of 1928, which I have described, were confined to one officer killed-

a flying casualty. There was trouble in the Mohmand country, requiring There was trouble in the Mohmand country, requiring punitive action of a comparable nature, in 1908 and again in 1937. In the former case 16,200 men were employed, exclusive of followers. We lot y Stilled, 200 wounded, and there were heavy casualties from cholera. In 1937 we employed thirty-two acrophanes and our casualties were nil. on the control of the country of the Mohmand losses were some thirty to footy. In 1937 the Mohmand country of the Mohmand losses were some thirty to footy. In 1937 the Mohmand losses were some thirty to footy killed and the cort of the two was 4710.

1927 the Mohmand losses were some thirty to forty killed and the cost to su was £1792.

Again, there were operations in Wairistan in 1917 and 1925. Over 20,000 men were employed by us in the first of these, and our losses were 22t killed, 375 wounded, and 626 missing. In 1925 we employed three squadrons and one flight of aircraft, and the operations were brought to a successful conclusion with only two casualities. It would assected to conclusion with only two casualities. It would be successful conclusion with only two casualities. be easy to multiply instances from almost any quarter, but perhaps I have said enough to establish my point. I will only add that since 1920 no year has passed without numerous air operations of a police or punitive character, in the majority of which the section of the air forces was the decisive factor. Our total R.A.F. casualties in all operations in

those thirteen years are twelve killed and fourteen wounded.

The peace of the Empire's frontiers must be maintained. The peace of the Empire's frontiers must be maintained, whether general diagramment among the civileder nations is realised or not. We are dealing on the frontiers with peoples of the maintained and extended, and the air commerce of the Empire fostered and extended, and the air commerce of the Empire fostered and expanded. The experience of mankind has not yet shown how this can be done, unless the militained and extended is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on a footing compensation with the Empire is established on the Empire is establish commensurate with the needs of the Empire's commerce.

ALTE IN PLANE WHITE TO THE BURE OF THE



IN 1929-30; SHOWING HILLS ON THE AFGHAN BORDER (10,000 PT.) (LEFT BACKGROUND); MT. KOTKUM (7,800 PT.) (TOWARDS RIGHT), WITH MAHSUD TERRITORY BEYOND R.A.F. LANDING GROUND (BEYOND AND TO RIGHT OF FORT); WAZIR VILLAGE (RIGHT); AND FIRST-CLASS ROAD (BETWEEN KOTKUM AND VILLAGE) LEADING TO MANEAL THE WANA PLAIN, LOCKING NORTH: A PANORAMIC PHOTOGRAPH OF THE MOST ADVANCED CAMP IN SOUTH WAZIRISTAN, NORTH-WEST FRONTIER, OCCUPIED BY THE ARM
IT TO THE LEFT; WANA CAMP (CENTRE), NOW USED AS A POWER STATION; CULTIVATION IN THE WANA TO (RIVER) VALLEY (POREGROUND); WANA FORT (TO LEFT OF CAMP)

"THE ROAD": A PEACE-AIDING TASK ON THE TURBULENT NORTH-WEST FRONTIER.



EVER ON THE ALERT AGAINST SUDDEN ATTACK DURING THE BUILDING OF THE ROAD: PICKETS STATIONED TO PROTECT THE PIONEERS ENGAGED IN DIGGING BLASTING-HOLES IN THE ROCK.

THE Romans came, and the roads followed. So, in the wake of Imperial Britain, the roads stretch their fingers into the remote hills and valleys. But "The Road" is that which, at the price of many valuable lives, drives through rock and gorge of the North-West Frontier to the very borders of Afghanistan. With its completion, the North-West Frontier Province took its place among the other Governors' Provinces in India. The inhabitants of the Province have welcomed the new régime. Except where the Red Shirt fanatics, who



WORK OF A TYPE THAT MAY BE ENCOUNTERED ON THE COVERNMENT'S PROJECTED ROAD TO GHALANAI; BRIDGING A GAP WITH THE AID OF AN INGLIS BRIDGE.



A LABORIOUS PROCESS IN A ROCKY RAVINE: DRAWING LARGE STONES BY MULE POWER ACROS

CHARGES BEING FIRED TO MAKE A HIGHWAY WHOSE CONSTRUCTION CALLED FOR THE BLASTING AWAY OF THOUSANDS OF TONS OF ROCK: AN IMPRESSION OF THE COUNTRY THROUGH WHICH THE ROAD PASSES.

In view of tribal disturbances in the Upper Mohmand country of the North-West Frontier, the Government of India, it was reported on July 27, have decided to construct a motor road from the Administered Territory, probably as far as

have tried their utmost to wreck the new policy, used personal violence, the proportion of electors who voted is higher than is usual in other Provinces. It is rather more than thirty years since recogni-tion of the vital importance of the Frontier caused Lord Curzon's Government to take Frontier affairs under their own immediate management and control, by severing from the Punjab this tract of British India which lies west of the Indus and giving it a separate administration of its own. Thirty years ago Lord Curzon himself visited the Frontier to inaugurate the new scheme of things and to explain the policy of government. There has government. There has been little change in the people of the Frontier and people of the Frontier and their ways before the decision to drive roads through this wild, barren country. Peace and pros-perity travel by road, be it railroad or metalled road, and with the opening of the Khyber Railway and the [Continued opposite.



THE ROAD COMPLETED—AN ESSENTIAL STEP IN THE PACIFICATION AGAIN CONTEMPLATES FURTHER NORTH TO PREVENT FURTHER TROOPS RESTING DURING

Chalanai on the Afghan border. This decision, if put into effect, would repeat the policy carried out in Waziristan, a district of similar nature further south, where a famous road has been constructed since the war, and has proved of

PHOTOGRAP:

In the Great Days of the British Navy.

Pictures by Two Famous Marine Artists.

A^T a time when the displays and diversions of Navy Week are educating the public about our modern Fleet, it is interesting to recall a bygone age when the eyes of England were turned upon the Navy and its resounding deeds. These ing deeds. These pictures belong to the reigns of William and Mary (1689—1702) and Queen Anne (1702—1714). At that time there existed ships which had fought against the Dutch in the battles of Solebay (on battles of Solebay (on May 28, 1672) and the Texel (on July 31, 1673); and against the French in the battles of Beachy Head (on June 30, 1690) and Barfleur (on May 19, 1692). It was the fashion in nearly every high in nearly every big house to have pic-tures dealing with the sea and the Navy, a fact which accounts for the great number of works by Van de Velde and Monamy still to be found in important collections



A "FIRST-RATE" IN THE DAYS OF WILLIAM AND MARY: A PAINTING BY WILLEM VAN DE VELDE THE YOUNGER (1633-1707).



in country mansions.
Both the examples
here reproduced
show the favourite
aspect of fleets at
anchor in a calm.
Willem 'Van de
Velde the Younger was born at Amster-dam on December 18, dam on December 18, 1633. In 1672 he came to England with his father (Willem Van de Velde the Elder) and became painter to Charles II., and, on the latter's death, to James II. When William III. became King he did not retain this office. He died at Greenwich on April 6, 1707.
Peter Monamy was born in Jersey, about 1670. As a young man he came to London and is said to have been a pupil of the younger Van de Velde. He died at Westminster in 1749.

in country mansions.

Pictures from a Private Collection.

A SQUADRON AT ANCHOR IN THE ROADS IN THE DAYS OF QUEEN ANNE: A PAINTING BY PETER MONAMY (1670--1749).

H-THE ILLUSTRATED LONDON NEWS-Aug. 5, 1933



TWO ROYAL YACHTS THAT HAVE SEEN THREE REIGNS: THE "VICTORIA AND ALBERI," BUILT FOR QUEEN VICTORIA, AND "BRITANNIA," NOW IN HER FORTIETH SEASON.

Mr. Mason here depicts a typical occasion, during Cowes Week, when those on board the Royal Yacht "Victoria and Albert," particularly interested, of course, in the fortunes of "Britannia," have an opportunity of watching her performance at close quarters. "Often, owing to conditions of wind and tide," the artist notes, "she passes quite close, in a race, to the Royal Yacht. The latter is colloquially known among yachtsmen as 'the V. and A.' She is the third ship of the name, and was laid down in December, 1897. Her design, by Sir William White, Chief Naval Constructor, was carried out under the direction of Queen Victoria, who after the accident in Pembroke Dockyard (the vessel was built in dock there and floated out, not laumched,

in May, 1899), declared she would never go on board her, and never did. This mishap caused controversy as to the vessel's seaworthiness, and certain heavy fittings were removed, probably quite unnecessarily, as she was a fine seaworthy ship. The facts are that, in the process of undocking, certain shores were removed before the vessel was properly water-borne, resulting naturally in a temporary but alarming list. Nevertheless, King Edward had no fears in the matter, though in deference to opinion he sent her on extensive and severe trials, during which she proved to be a very fine sea-boat. She has since been in almost continuous commission, except for the war period, with no structural alterations of any importance. She was first commissioned

on July 22, 1901. In connection with her building, an interesting fact may be recalled. The custom of placing gold and silver coins under the heel of the masts—a supersition of the sea emblematic of good luck—was carefully observed in the 'V. and A.' The amount of good luck, according to sailor beliefs, was determined by the value of the coins, and copper was not considered good form. King Edward, when still Prince of Wales, is generally credited with having so placed the first gold coin—a sovereign—on this occasion, his example, it is said, being followed by the Duke of Connaught. During a coconditioning, when the three masts were lifted, this little cache was found intact and scrupulously left alone, while a further contribution to the ship's

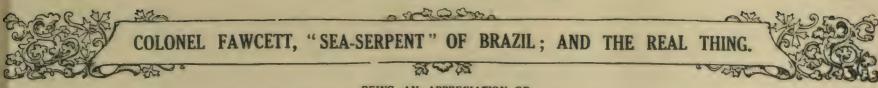
continued good fortune was also deposited. Even in private yachts of to-day the custom is often observed. The 'Victoria and Albert' displaces 4700 tons, and carries two six-pounders. She is now under the command of Vice-Admiral Sir Herbert Meade-Fetherstonhaugh, and has a crew of 367 officers and men, with 40 servants from the Royal Household. The King's famous racing cutter, 'Britannia,' is now in her fortieth season, and has taken part in well over 500 contests, securing nearly 300 firsts. Her alterations have been milailly in rig, which has been changed from the gaff to the Bermudian type for the past two seasons. Her tonnage is 221. She was designed by Mr. G. L. Watson and built by Messrs. Henderson, of Glagow, in 1893."





Real luxury coupled with lasting economy means a





BEING AN APPRECIATION OF

"BRAZILIAN ADVENTURE": By PETER FLEMING.*

C HANCING upon an Agony that had the "right improbable ring to it," Peter Fleming, literary editor, aged twenty-four, old Etonian and erstwhile lord of "Isis," tound himself a member of an "Exploring and sporting expedition, under experienced guidance, leaving England June, to explore rivers Central Brazil, if possible nscertain fate Colonel Fawcett." Frankly, he had been sceptical. "As I gazed, with all possible detachment, at a map of South America," he confesses, "I seemed to hear the glib and rapid voice of Munchausen, the clink of gold bricks." Within ten days, he was aware that the affair was being taken without salt in august Daily circles. That was good enough. He made a laconic approach and was committed, in the capacity of special correspondent to the Times, to "a venture for which Rider Haggard might have written the plot and Conrad designed the scenery."

The enterprise seemed unusually fraught with opportunities of encounter-

The enterprise seemed unusually fraught with opportunities of encountering The Real Thing. "The press has manufactured out of Colonel Fawcett's fate one of the most popular of contemporary mysteries. The press had first-class material to work on. In the early summer of 1925, Colonel Fawcett, accompanied by his son Jack and another young Englishman called Raleigh Rimell—both in the early twenties—left the both in the early twenties—left the last outpost of civilisation on the edge of an almost entirely unexplored region in the Central Brazilian Plateau. None of them has ever been heard of since."

them has ever been heard of since."

The party were seeking a Lost World, "amazing ruins of ancient cities—ruins incomparably older than those in Egypt," which the leader believed to exist in the far interior of Matto Grosso. They disappeared; and there has been much discussion as to what happened to them. "In 1927 the Colonel's fate offered a fascinating field for speculation. Was he alive? Was he the captive of an Indian tribe? Had he been made a god? Had he voluntarily renounced civilisation in favour of the jungle? These and many favour of the jungle? These and many other alternatives were debated hotly. They are still being debated."

In the last few years, there have been tales aplenty—the majority of them as fully authenticated as were those of the marchings of the Russian Army that was not in Great Britain during the War! And there have been various relief expeditions—a Swedish one is to start this month. The veil has hardly been lifted; peditions—a Swedish one is to start this month. The veil has hardly been lifted; has not been rent. Despite a daring endeavour, Mr. Fleming and his fellows of the forlorn hope advance failed, though they penetrated to within a hundred miles of the place "where Fawcett and his companions met his death." The conclusion is that the stories which can be regarded as evidence—those of Commander G. M. Dyott¹; of Murika, chief of a Kalapalos village on the Kuluene²; and of Mr. Vincenzo Petrullo, ethnologist acting for the Pennsylvania Museum 4—"establish almost (but not quite) beyond doubt that the expedition perished in 1925 "establish almost (but not quite) beyond doubt that the expedition perished in 1925 at some spot not less than five, and not more than eleven, days' march east or north-east of a Kalapalos village situated on the Kuluene south of the small tributary called the Tanguro." The men may have been massacred by Indians, but have been massacred by Indians, but Mr. Fleming, vividly remembering personal experience, inclines to the theory that hunger, thirst, and exhaustion killed. "It is virtually certain," he declares, "that the Fawcett expedition could not have survived for many days after crossing the Kuluene; but probably we shall never know whether to bring in a verdict of murder or suicide." But he adds: "For all this... there remains an infinitesimal, a million to one chance, that Fawcett is still alive... If he is still alive he is mad or he has lost his memory. There are no other circumstances in which it is conceivable that he would deliberately choose to end his days in an existence which at its best, in the dry season, is on a level with the life of beasts."

So much for that section of "Brazilian Adventure,"

the life of beasts."

So much for that section of "Brazilian Adventure," which is immediately concerned with The Great Fawcett Mystery. It will appeal instantly to many, especially to those who react readily to "imperishable news values" and can understand why "as a topic for controversy and conjecture the Colonel's fate enjoys in Brazil a popularity accorded elsewhere only to the sea-serpent; it will attract

readers who, but for it, might not be drawn to the work of an author who does not rank with The Pioneers of Travel, as he himself would put it when in mood for the capital letters of parody; yet it is not the secret of the success that work deserves—and, surely, cannot fail to secure? That lies more in the manner than the matter.

The author points out: "Most expeditions have serious, scientific, non-committal books written about them. But ours was not that sort of expedition, and mine is not that

Mobiumanie perpars pomunichelation a Brian Je partirai desagassic metrus pomble plus mander grat trying. In greate saute cettelette donner de mouvelle Ato Dur que far my unto blen al que fagrer que te leto le soutleine aquetre pomorrem merepuda, muntique quell parte a & ha I with die tehe amoi. Jeun pieu Inter winesh -Their wan Jespenque le father de parlans que rejudrachar se nimboune. adminature lovine try entry works who wanger to affered limits of this is you forfosselle le 20 ogher //

NAPOLEON'S FAREWELL LETTER TO MARIE LOUISE ON LEAVING FOR ELBAWITH A KISS FOR THE LITTLE KING ("L'AIGLON"): A LOT THAT FETCHED \sharp 100 AT THE SALE OF THE LIBRARY FROM THE DURDANS.

This formed part of the collection of Napoleonic letters and documents from the library of the late Lord Rosebery at The Durdans, Epsom, sold by auction at Sotheby's, Mr. Ben Maggs bought it for £1000. The catalogue description was as follows: "NAPOLEON I. A.L.s. (N.), 1p., 8vo, Fontainebleau, 9 a.m. April 20, 1814, farewell letter to Marie Louise on leaving for Elba, with auto, address on envelope, red morocco.—
'Ma bonne amie, je pars pour coucher ce soir à Briare. Je partirai demain matin pour ne plus m'arrêter qu'à Saint-Tropez. (Beausset—erased—but read thus in the printed version) qui te remettra cette lettre, te donnera Sant-Tropez. (Beausset—erased—but read thus in the printed version) dul te remetria certe lettre, te donnera de mes nouvelles et te dira que je me porte bien et que j'espère que ta santé se soutiendra et que tu pourras venir me rejoindre. Montesquiou, qui est parti à deux heures du matin, doit être arrivé. Je n'ai point de tes nouvelles d'hier, mais j'espère que le préfet du palais me rejoindra ce soir et m'en donnera. Adieu, ma bonne Louise. Tu peux toujours compter sur le courage, le calme et l'amitié de ton époux. Un baiser au petit Roi.' According to the Correspondance de Napoléon 1, vol. 27, 1869, pp. 362-3, this letter was given to M. de Beausset to be given to the Empress; but he could not find her, and kept the letter, which was afterwards in the collection of M. de la larriette, and, when published, in the possession of M. Charavay.'

sort of book. The expedition may claim to have thrown a little (but not much) light, of a confirmatory nature, on the mystery surrounding Colonel Fawcett's disappearance. Otherwise, beyond the completion of a 3,000 mile journey, mostly under amusing conditions, through a little-known part of the world, and the discovery of one new tributary to a tributary to a tributary of the Amazon, nothing of importance was achieved."

"Not that sort of book" about "not that sort of expedition": hence humour, charm, sense of proportion, masterly word-pictures, unexpected details—and the truth that is sometimes a stranger; a brilliantly conceived and

eagerly youthful record of fantastic wanderings through city, town, village, camp, and jungle, on campo and on river, whose very beginnings caused the inhabitants of Goyaz to "go through the process known as Permitting

The laugh was not limited to them; the venturers roared and chuckled at themselves, sometimes a trifle grimly, sometimes a trifle wanly. Well they might. They started full of faith and with Major Pingle as The Key Man of the future: "George Lewy Pingle. (That is not his name. You can regard him as an imaginary character, if you like. He is no longer quite real to me.)" By

He is no longer quite real to me.)" By the time they had reached Rio they had jettisoned their tear-gas bombs, not so much to lighten the liner as to avoid trouble with officialdom; and, as they progressed, they cast clouts and equipment and bartered so freely that, when our own Customs officers tackled them leterminedly. determinedly, the portable possessions of Roger and the writer consisted of clothes bearing what the police call Signs of a Struggle; discoloured sacks holding such Struggle; discoloured sacks holding such exotic items as a toucan's bill, the skull and horns of a veado; a disintegrating copy of "Tom Jones"; a disreputable cartridge-belt; "a long, lethal bundle, swathed in puttees, of spears, clubs, and bows and arrows"; and most awful, most challengeable, of all, a six-ounce tapering stick of tobacco from the Amazon, beautifully wrapped in spirals of fibre.

It did not matter—this chattering about chalk marks scrawled as the boattrain left—nothing mattered. The fussiest of Excise officers will not find Memories

of Excise officers will not find Memories on the list of things dutiable that is droned to the landing. And Memories were the chief imports—The Goods.

There was not a single Master Relic to declare. That is why the glamour of the Fawcett hunt is a rush-light in comparison with the sunlit glories of the percentagons and the pursuits of oddly. peregrinations and the pursuits of oddly accoutred "nomads by numbers" absorb-

accoutred "nomads by numbers" absorbingly interested in new country, new sights, new sounds, new sensations.

New country. The Araguaya—conquered in canoes—where all felt tropical and intrepid; sand-bank sleeping-sites; tangled shores with illusory terrors; the Tapirapé, where the trespassers in antique fairyland were "cautioned and discharged," where they felt "less spurious"; the tributary to a tributary to a tributary; open ground, burnt and unburnt: thorny open ground, burnt and unburnt; thorny jungle; the slimy lagoon whose bed was not quite empty and yielded a fluid suggesting some far-fetched kind of soup (countered by means of nondescript tablets

suggesting some far-fetched kind of soup (countered by means of nondescript tablets calculated to beat bacilli); the untrodden area towards the Kuluene.

New sights. The Butantan snake-farm, with its notice: "To Throw Stones at the Serpents is an Indication of Bad Character"; "atmosphere"-creating creatures—in particular, the hissing ciganas, evil-smelling, inedible fowl; biting and boring insects; bats like evasive ghosts; a seven-foot otter; that big fish, the piraracii, which is harpooned, smaller fry that fall to bow and arrow or are stupefied by the beating of the water with branches bearing poisonous leaves, the small "man-eating" fish, the piranha, which refused to touch the legs of the intruders and loitered about staring at them "with a wistful and perhaps a slightly covetous awe, as shop-girls gaze at the sentries outside Buckingham Palace"; the "fraudulent" alligator—"his cunning and his ferocity are all my eye and Sir John Mandeville"; and, of course, Indians—among them, Caraja, and merrier, remoter, elfish Tapirapés, who, in one district, obeyed a Captain who wore the community's only garment, "a very dirty dark-brown shift."

New sounds. The rhythm of the jungle—"it was as though one were in some

me Louise. Tu
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sest to be given
ction of M. de la

"I was as though one were in some
night-mare engine-room," a vast place
with a permanent regulated background
of noise to which you listen without hearing.

New sensations. The life of the wild and the call of it;
boat-paddling, canoe-lifting and canoe-handling; wading
along the river; plodding across virgin land; perturbing
meals and lack of food and drink; unanticipated encounters;
the race to circumvent the pingling of Pingle; and so on
and so on—from Agony to adventure and home again.

Memories: The Goods!

E. H. G.

r. The Illustrated London News, April 20, 1929. 2. The Illustrated adon News, Dec. 10, 1932; in connection with the "Brazilian Adven-London News, Dec. 10, 1932; in connection with the "Brazilian Adven-ture" Expedition. 3. The Illustrated London News, Sept. 10 1932.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



A STRANGE MISHAP PREVENTS AN ATTEMPT TO FLY THE ATLANTIC: FLIGHT-LIEUTENANT ULM'S "FAITH IN AUSTRALIA" ON PORTMARNOCK STRAND AFTER ITS UNDER-CARRIAGE HAD GIVEN WAY, PINNING SEVERAL PEOPLE TO THE SAND. Flight-Lieut. Ulm was about to start on a flight to Harbour Grace, Newfoundland, accompanied by three others. After his machine had been fuelled on Portmarnock Strand, Ireland, July 27, it was being wheeled from the planks on to the sands when the left wheel slipped, the 'plane tilted over, and the under-carriage collapsed under the weight of over 1000 gallons of petrol. Several people who were helping to drag the machine were pinned under the wing. One of these had a leg broken. The two more seriously injured were taken to hospital.



ANOTHER SEASIDE PIER FIRE—THE THIRD WITHIN A WEEK AT NORTH-WEST COAST RESORTS: THE PIERCE BLAZE AT MORECAMBE, WHICH, SPREAD BY A GALE, DESTROYED THE PAVILION AND DID CONSIDERABLE OTHER DAMAGE TO THE STRUCTURE.

On Monday, July 31, fire, spread by a sixty-miles-an-hour gale, did much damage to Morecambe Central Pier and its superstructures, including a pavilion, a ball-room, and a skating-rink. In connection with the disaster, it has been pointed out that it is the third of its kind to occur at north-west coast resorts within a week, and the fifth outbreak in the area this summer. It is understood that, in consequence, special precautions are being taken to watch the piers at Blackpool, Rhyl, and Llandudno; though any idea of incendiarism is discredited by responsible authorities.



THE LONGEST GLIDING FLIGHT EVER MADE BY A BRITISH PILOT: THE "WILLOW WREN," WITH FLIGHT-LIEUTENANT E. L. MOLE ABOARD, WHICH SOARED IN THE AIR FOR 6 HOURS 55 MINUTES.

On Saturday, July 29, Flight-Lieut. E. L. Mole, R.A.F., flying a new type of glider, the invention of ex-Corporal Mechanic Manuel, soared over the Dunstable Downs for 6 hours 55 minutes and, incidentally, reached a height of 1500 feet. Mr. Gurney Grice, the British Gliding Association's official, stated that this was easily the longest gliding flight made by a British pilot. It was arranged that the sealed barograph carried should be sent to the International Aeronautical Federation for official recording purposes. It is understood that Flight-Lieutenant Mole will attempt to glide over the Pennines for not less than thirty hours, and thus beat the world's duration glide record—twenty-one hours—held by the United States. Mr. Manuel not only designed the glider, but built it at his home in Folkestone.



THE MAKER OF THE GREAT FLIGHT IN THE "WILLOW WREN": FLIGHT-LIEUTENANT E. L. MOLE, R.A.F., WHO WILL NOW, IT IS SAID, TRY TO BREAK THE WORLD'S RECORD—21 HOURS.

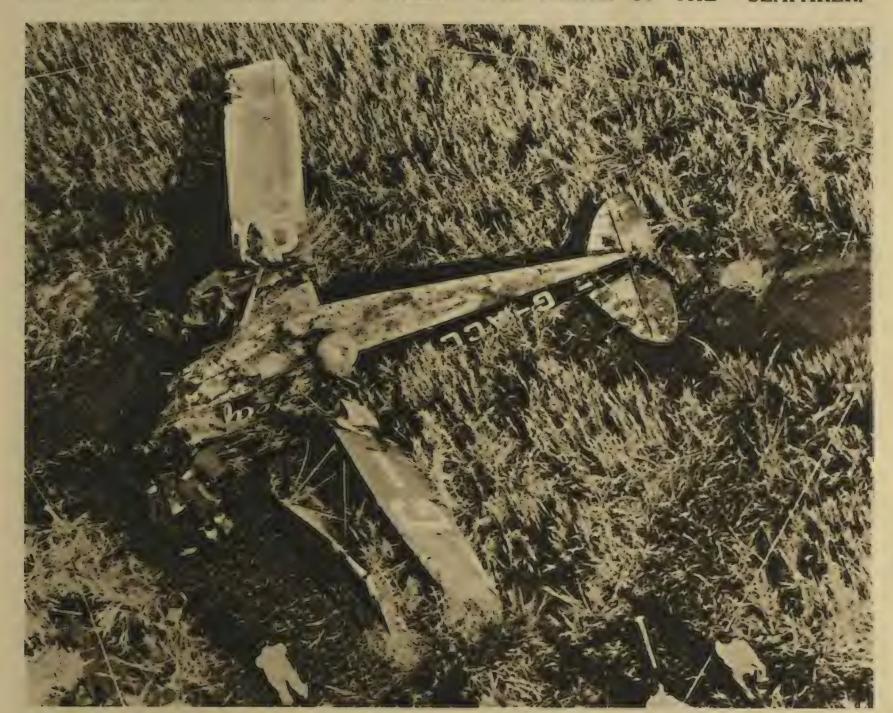


THE DAVIS CUP COMES TO ENGLAND—AND IS DULY "PASSED" BY OFFICIALDOM:
MR. ROPER BARRETT (NON-PLAYING CAPTAIN) GETTING THE TROPHY THROUGH THE CUSTOMS.
As everyone knows, Great Britain has won the Davis Cup (the finals are described on page 209).
A telegram of congratulation was sent to the players by the King. When the train in which they were travelling drew in to Victoria, scenes of amazing enthusiasm were witnessed. The sight of the Davis Cup in the window of the carriage was the signal for a burst of cheering. The crowd surged forward to the carriage door, and police and officials had the greatest difficulty in clearing a way for relatives, and for Sir Samuel Hoare, President of the L.T.A.



LONDON'S AMAZING WELCOME TO THE VICTORIOUS DAVIS CUP PLAYERS ON THEIR ARRIVAL FROM FRANCE: THE CAR IN WHICH THE PLAYERS LEFT VICTORIA STATION CHEERED BY AN ENTHUSIASTIC MULTITUDE.

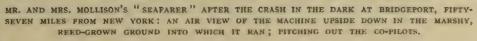
THE MOLLISONS CRASH IN A MARSH: THE WRECK OF THE "SEAFARER."





IN THE HOSPITAL AT BRIDGEPORT AFTER THEIR CRASH: MR. AND MRS. MOLLISON, THE ADVENTUROUS CO-PILOTS, BANDAGED, AND IN THEIR INVALID CHAIRS.

While still suffering from the shock of their crash at Bridgeport, the Mollisons gave somewhat confused accounts of their mishap, as was natural. Later, in hospital, they said that they had come down because their petrol-supply was so low that they dare not push on to New York. "He couldn't see," Mrs. Mollison is reported as saying; and Mr. Mollison: "I was so tired that I couldn't tell where I was putting her." They hadn't seen the "wind sock" on which the manager of the airport had trained a searchlight; they had thought that the pilot who had gone up to guide them was someone leaving the airport, and this had misled them into





THE JOURNEY BY AIR FROM BRIDGEPORT TO NEW YORK, WHICH THE MOLLISONS INSISTED ON MAKING ALTHOUGH THEY HAD TO BE LIFTED FROM THE MACHINE ON ITS ARRIVAL: MR. MOLLISON CARRIED TO THE 'PLANE IN WHICH HE AND HIS WIFE TRAVELLED AS PASSENGERS.

landing down-wind. When the "Seafarer" struck the marshy ground beyond the field (in which reeds were growing thickly), it turned over as it came to a sudden stop. Mr. and Mrs. Mollison determined to proceed from Bridgeport to New York on July 24, in spite of the remonstrances of the doctors. Mr. Mollison collapsed after his arrival. Later, the co-pilots stayed with Miss Amelia Earhart (Mrs. George Putnam); and on July 30 they were guests at a luncheon party at President Rossevelt's home in Hyde Park. They stated the other day that they had definitely decided to return to England by boat, possibly visiting the Chicago Fair first.

PERSONALITIES AND OCCASIONS: NEWS ITEMS OF THE WEEK.



WIRELESS-CONTROLLED MONSTER OF THE SEA: H.M.S. CENTURION " (FORMERLY A BATTLE-SHIP, NOW A TARGET-SHIP) LEAVING PORTSMOUTH HARBOUR.

ARGET-SHIP) LEAVING PORTSMOUTH HARBOUK.

One of the oddest-looking ships afloat is the "Centurion," seen here leaving Portsmouth for her new station, Portland, after being reconditioned. She was completed as a battle-ship in 1913, and converted for service in 1926-27 as a wireless-controlled target-ship in replacement of "Agamemnon," at a cost of over 6200,000. Her removal from the Effective List took place under the conditions of the Washington Treaty.

She now carries no offensive weapons.



THE RECENT CIVIC DISTURBANCES IN ANDORRA:
THE CAPITAL OF THE SMALL MOUNTAIN STATE, THE
SCENE OF A CONFLICT OVER SOVEREIGNTY.

The capital of Andorra, the tiny mountain State between France and Spain, presented an unusually animated appearance on July 29, when the Council-General took possession of the Covernment building in defiance of the orders of the Andorran co-princes. The deadlock was complete; the Council threatening with arrest anyone who refused to obey their orders; the co-princes also threatening severe punishments if they were not obeyed.



ADMIRAL SIR WILLIAM PAKENHAM.
Distinguished Naval officer. Died July 28; aged seventy-two. Served throughout the Russo-Japanese War as British Naval Attaché with Admiral Togo's Fleet. Commanded the Second Battle-Cruiser Squadron at Jütland.



THE TENTH ANNUAL ATHLETIC MATCH BETWEEN GREAT BRITAIN AND FRANCE AT THE WHITE CITY STADIUM:

THE PARADE OF BRITISH COMPETITORS BEFORE THE START.

Great Britain beat France in an athletic match at the White City on July 29 by 65½ points to 54½. Great Britain won the 100 yards, the high jump, the two miles steeplechase, the 120 yards hurdles, the 220 yards, the 440 yards, the one mile, and the relay race; France won the 880 yards, the pole jump, the putting the weight, the long jump, the throwing the discus, and the three miles—giving Britain eight firsts to France's six.



LORD MONK BRETTON.

Died July 29; aged sixty-three. Entered the Diplomatic Service in 1894. Accompanied Mr. Joseph Chamberlain on his tour of South Africa after the Boer War, Later devoted himself to local government. Chairman of the L.C.C., 1929-30.



SIR RICHARD WINN LIVINGSTONE.
Elected President of Corpus Christi
College, Oxford, in succession to the late
Dr. P. S. Allen. Formerly Vice-Chancellor of the Queen's University, Belfast.
Author of "The Greek Genius and its
Meaning to Us."

MISS LOUISE CLOSSER HALE.

Well-known American actress and authoress. Died at Los Angeles; aged sixty. Acted here as Miss Hazy in "Mrs. Wiggs of the Cabbage Patch," and appeared in numerous films, notably "Shanghai

FLYING-OFFICER FITZPATRICK, WHO RECEIVED AN APOLOGY FROM THE COMMISSIONER OF THE METROPOLITAN
POLICE FOR THE
ALLEGED ASSAULT THE UPON HIM.

UPON HIM.

lying-Officer Douglas ittpatrick, whose comiaint about plainlothes officers of the J.D. (on the grounds fan alleged assault upon im by them) was disussed in the House of ommons on July 26, isited New Scotland ard on July 31, and had long interview with ord Trenchard. Afterards he wrote a letter o Lord Trenchard ac-



A WORLD DISAPPOINTMENT—THE CLOSE OF THE ECONOMIC CONFERENCE WITH LITTLE ACHIEVED:

MR. MACDONALD PRESIDING OVER THE FINAL PLENARY SESSION.

The World Conference closed on July 27, Mr. MacDonald explaining that the Conference was taking a "recess" and that this was not a "finish." The Bureau was left to determine the date of reassembly, and meanwhile take any action that might promote the objects of the Conference. The view was expressed in various terms by almost all the delegates who spoke at the final session that the hopes with which the Conference met have not been destroyed, but postponed.

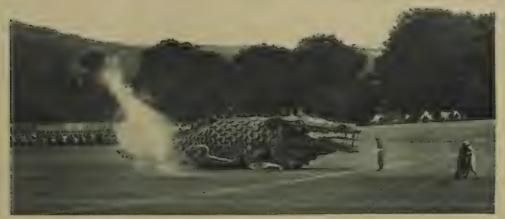


DOUBLE TENT-PEGGING: AN ASTONISHING FEAT OF RIDING, TWO MEN ON ONE HORSE SIMULTANEOUSLY PERFORMING WHAT IS HARD ENOUGH FOR ONE.

SCENE FROM THE BATTLE OF CRECY REPRODUCED ON SALISBURY PLAIN: ENGLISH BOWMEN IN ONE OF THE "HISTORICAL CAMEOS" OF THE BRITISH ARMY IN FLANDERS, 1346—1918.



CHILDREN'S DAY AT TIDWORTH: AN AIR VIEW OF THE LOVELY NATURAL ARENA DURING THE DAYLIGHT DRESS REHEARSAL—A SCENE OF MOVEMENT, COLOUR, AND MUSIC THAT CANNOT FAIL TO DELIGHT OLD AND YOUNG ALIKE.



"ST. GEORGE AND THE DRAGON"—TIDWORTH VERSION; AN AWE-INSPIRING MONSTER BROUGHT

THE Tidworth Tattoo, organised by the Southern Command, which has now become a public attraction of the first order, was preceded by daylight and dress rehearsals in the course of the week. The Tattoo was arranged to open at 9.30 to-night, August 5. It includes performances by massed bands mounted and on foot, containing 1000 musicians in full dress; a cavalry display; and a musical drive by the R.H.A. Those with regard for history are catered for by such events as the Trooping of the Colour and the Historical Cameos. Lighter touches are provided by an up-to-date version of Dick Turpin and a distinctly comic version of St. George and the Dragon (a fearsome beast; but brought low by telephone and motor-cycle!). The motor-cyclist despatch riders give a display of the cleverest motor-cycle riding in England, riding backwards, or eight men on a machine at once. Finally, there is the usual grand finale ending with the Evening Hymn, Lights Out, and Last Post.



DARING RIDING BY DESPATCH RIDERS OF THE ROYAL SIGNALS: THE DRIVER WITH ONE FOOT ON THE SADDLE; HIS COMPANION OVER THE FRONT WHEEL.

A WINDOW ON THE WORLD: NEWS OF THE WEEK IN PICTURES.



A PADDLE-STEAMER THAT WENT ADRIFT AMONG THE YACHTS MOORED OFF COWES-NEAR HIS MAJESTY'S "BRITANNIA": A RESULT OF BAD WEATHER.

Bad weather caused the abandonment of all yacht-racing at Cowes on July 31. During the afternoon, the paddle-steamer "Whippingham," with 100 holiday-makers on board, was carried away by the tide and wind as she was approaching Cowes Pier. She fouled some anchored yachts, and carried away the moorings of three American boats. The "Whippingham" was drifting towards the "Britannia," but dropped anchor, and was stopped about 50 yards away. She was taken in tow by a tug.



THE FRENCH PRESIDENT INSPECTS THE "SURCOUF" AT CHERBOURG: A PHOTOGRAPH OF THE CRUISER-SUBMARINE; SHOWING CLEARLY THE TWO EIGHT-INCH GUNS MOUNTED IN HER ARMOURED TURRET.

The French-President, M. Albert Lebrun, visited Cherbourg on July 30, to inaugurate the maritime railway station and the new deep-water port. Later, he reviewed cruisers and destroyers from the deck of the fotilla-leader "Vauban"; and inspected twelve submarines, which were moored alongside the "Vauban." He also went on board the "Surcout," a veritable underwater cruiser, which mounts two 8-in. guns in an armoured turnet, and has anti-aircraft armament. The "Surcout" is the largest submarine in the world; designed as a raider, with a cruising radius of 10,000 miles, and carrying the largest guns allowed by the Treaty. She is capable of eighteen knots on the surface, and ten knots when submerged.



A NOTABLE FEATURE OF THE NEW RIPON HALL:

THE VICTORIA AND ALBERT TREASURE OF

THE VICTORIA AND ALBERT TREASURE OF THE WEEK: AN ENGLISH "CHATTER" CHAIR. This carved oak armchair is a fine specimen of a type known in France as a "caqueteuse" (caqueter, to chatter), in allusion to their supposed use for gossiping by women. The tall back is carved with Renaissance ornament, and a female bust, set within a lozenge, in the costume of about 1535. When found, about thirty years ago, in the village of Colyton, in Devonshire, the chair was covered with many coats of black paint, which probably accounts for its remarkable state of preservation. It was purchased by the Museum in 1925. (Reproduction by Courtesy of the Victoria and Albert Museum.)



THE NEW QUARTERS OF RIPON HALL, OXFORD, ON BOARS HILL:
A VIEW FROM THE SOUTH-EAST.

A VIEW FROM THE SOUTH-EAST.

THE TOWER; COMMANDING A FINE VIEW.

The new quarters of Ripon Hall, the Oxford Theological College, which has been removed from the centre of the city to Boars Hill, were opened on July 28 by the Bishop of Oxford (Dr. Strong). They were formerly the residence of Lord Berkeley, and they command a fine view of Oxford on one side and the White Horse on the other. By permission of the University, the students will retain their residential status, although the Hall is beyond the prescribed limit of two-and-a-half miles from Carfax. Dr. H. D. A. Major, Principal of Ripon Hall, said that the site had been purchased for £11,000; the University paying £10,000 for the old site of the Hall. He explained that they had to make various alterations; but that they had been careful to avoid interfering with the charm of the building.



THE ITALIAN FLYING-BOAT SQUADRON AT NEW YORK: THE MACHINES MOORED OFF THE FLOYD BENNETT

THE ITALIAN FLYING-BOAT SQUADRON AT NEW YORK: THE MACHINES MOORED OFF THE FILED AFTER THEIR JOURNEY FROM CHICAGO.

Hundreds of thousands of people thronged into the streets and parks of New York, or mounted roofs and other high points, to watch the arrival of General Balbo's fleet of twenty-four flying-boats from Chicago on July 19. They came into view, flying down the Hudson, just before four o'clock, accompanied by five or six American aeroplanes. They moved with great rapidity,



THE FLYING - BOATS PASS OVER THE STATUE OF LIBERTY.

disappearing in the direction of the Floyd Bennett Field, where they were officially welcomed. All roads to the field were choked with motor-cars; 25,000 people were at the Field to welcome them, including a black-shirt guard of honour. The return flight of the Italian air squadron began on July 25, when they left New York for Shediac, New Brunswick.

NAVAL OCCASIONS: THE NEW "ARETHUSA" AND ROYAL HOSPITAL SCHOOL.



THE NEW NAVAL TRAINING-SHIP "ARETHUSA" OPENED FOR SERVICE BY PRINCE GEORGE AND DEDICATED BY THE BISHOP OF ROCHESTER: THE SCENE ON BOARD DURING HIS ROYAL HIGHNESS'S SPEECH.



THE NEW "ARETHUSA," A FOUR-MASTED STEEL BARQUE, FORMERLY THE GERMAN "PEKING," AT LOWER UPNOR, NEAR ROCHESTER: BOYS OF THE TRAINING ESTABLISHMENT AT WORK IN THE RIGGING.

TWO royal events of importance in the sphere of naval training took place on consecutive days—the opening for service of the new training-ship
"Arethusa" at Lower Upnor, near Rochester, by Prince George, on July 25, and, on the following day, the opening by the Prince of Wales of the new buildings at Holbrook, Suffolk, to which the Royal Hospital School has been transferred School has been transferred from Greenwich. The new "Arethusa," a four-masted barque, formerly the "Peking," replaces the old training-ship "Arethusa," which was moored off Greenhithe sixty years ago for the purpose of training poor boys for the Navy and poor boys for the Navy and Merchant Service. Prince George deputised for the Prince of Wales in performing the ceremony. The very fine Royal Hospital School buildings at Holbrook, with their 850 acres of grounds sloping down to the River Stour, are the gift to Greenwich Hospital of Mr. G. S. Reade, of New Zealand, and express his gratitude for the work of the Royal Navy in the War.



THE NEW HOME FOR THE ROYAL HOSPITAL SCHOOL OPENED BY THE PRINCE OF WALES: AN IMPRESSIVE AIR VIEW OF THE BUILDINGS AT HOLBROOK, SUFFOLK; SHOWING THE MODEL SHIP (LEFT FOREGROUND); THE BOYS PARADING FOR INSPECTION; AND THE AEROPLANE IN WHICH THE PRINCE FLEW DOWN.

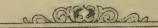


THE PRINCE OF WALES (RIGHT-HAND FIGURE OF THE THREE ON THE BALCONY) TAKING THE SALUTE: THE MARCH-PAST OF THE BOYS OF THE ROYAL HOSPITAL SCHOOL.

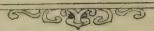


THE MODEL SHIP'S FIGURE-HEAD AND BELL MOUNTED IN CONCRETE; WITH THE RIGGED MAST AND THE TOWER OF THE NEW SCHOOL BEYOND.





SCIENCE. THE





BEHAVIOUR, AND SOME STRANGE MARRIAGE CUSTOMS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THERE are indeed fresh fields to conquer in regard to the study of animal life — and plant life too, for that matter. When we have got the last ounce of information from the dissection of some bird or beast, when we have subjected its tissues, fur, or feathers to an exhaustive study under the microscope, when we have gleaned all the information possible to-day concerning its physiology, we have, after all, only studied an inanimate body. Let it not be supposed that therefore this is useless knowledge. On the

contrary, it is of

the highest impor-

tance. To begin with, these things To begin

are all manifestations that such

bodies could only

come by their particular shape

and internal com-

plexities by the, shall we say? "fer-ment" of a mys-

terious something

which we call Life.

even more than this is yet wanting

to complete our investigations.

The plants and

the microscopic

infusoria have "life"; yet these are really mere automata, their

tissues acting and reacting to certain

physical and

But something



I. THE MALE HILARA MAURA'S SILK-WRAPPED OFFERING TO HIS CHOSEN MATE: A SMALL SPECIES OF HILARA WHICH HAS BEEN CAUGHT AND ENCLOSED IN A SORT OF SILK BALLOON—ONLY THE HINDER PART OF WHICH IS HERE SEEN. There are interesting variations of this habit of offering silk-wrapped presents among flies nearly related to Hilara among nies nearly related to Among maura. Thus H. quadrivitatus never spins balloons, but binds its victims with many strands of silk. Further, this species will never spin round vegetable débris, as H. maura will.

chemical stimuli. We have no reason to believe that they can exercise We have no reason to believe that they can exercise choice. They have, in short, no "consciousness"; they are devoid of "intelligence." What do we mean by "consciousness" and "intelligence"? They can be defined, after the fashion of a dictionary. To venture further would be to trespass into the realism. of psychology, which is not yet ready with a crisp and convincing answer. Let the term "awareness," being non-committal, take the place of these terms so difficult to define. It is a more elastic term, and will suffice for my present needs.

In how far, if at all, are birds and beasts, and creatures lower in the scale, "aware" of what they 'do? Does a bird begin to build a nest because she is

aware that presently there will be eggs needing a receptacle? Is she aware that she must sit upon these eggs, and that, as a consequence, they will produce young birds. And when this has come to pass, she has to be "aware" of the fact that they are helpless and must have food brought to them. And does she realise that their food must be of a certain kind? Seed-eating birds, for example, feed their young, at first, on insects, as if they realised that a vegetarian diet was not good for babies. But more than this. She takes the most meticulous care to remove the excrement from the nursery at once. Surely we cannot credit her with "views" Surely we on sanitation.

Lower in the scale we find, among ants, behaviour which we seem bound to call intelligent behaviour. But if this view is adopted it must be hedged about many qualifications and saving clauses. Take the various species of Acanthomyops, for example. They are very fond of sweet liquids, and so keep droves

of aphides and coccids in their burrows, pasturing them on roots and stems of subterranean plants. Some keep aphidæ on plants above ground. One species kidnaps the final larval stage of the large blue butterfly (Nomiades arion), nursing it carefully for the sake of the sweetness it exudes. They build earthen pavilions in which to shelter their plant-lice during winter, and even collect the eggs of aphides, store them in their nests during the winter, and when they hatch, carry the young plant-lice out and place them on their proper-food plants!

We have the assurance of Mr. Donisthorpe, our greatest authority on ants, for this amazing behaviour. Are we to call it "intelligent behaviour," or attribute it to a fixed habit of performing a certain routine, built up out of a series of accidental habits, which have now become an ordered sequence? What is it that germinates these differences of character or

I was led to these reflections after reading a most scinating account of certain small flies of the genus Hilara—unfortunately they have no name in common speech—written in part by my friend Dr. Eltringham, and in part by Mr. D. H. Hamm, two of our most distinguished entomologists. These flies, which in the summer are to be found near Oxford in swarms, have the strangest of marriage customs, and these are associated with some very remarkable anatomical details whose significance would never have been revealed except through the study of the living insect at this particular time of the year. Eight species in all are described; all very much alike structurally, but each differing in its behaviour at this critical time; and that behaviour can only be described as extraordinary.

Briefly, the male in the act of mating presents the female with a small offering neatly tied up in silk! The species known as Hilara maura generally encloses something good to eat—a small fly, even one of his own species—enclosed in a sort of purse of silk. But in others this gift has become merely ceremonial, for the purse many contains and the silver of the silver o for the purse may contain nothing more than a daisy-petal, or other fragment of vegetable matter; while some are content with an empty purse of gossamer texture!

These ceremonials take place during what may be called a "nuptial dance," wherein thousands participate, flying round in great circles, forming two streams of traffic, one passing over the other. The unmated males fly close down over the water, from which they pick up the offering of their choice. When Mr. Hamm strewed the surface of the stream with

buttercup stamens and daisy petals, as well as dead flies, they took both. If the load was too heavy the swain would seize on it without touching the surface, and, revolving about a central axis at great speed, the weight to be raised at last rose up on the top of a column of water, and could be borne off. Having obtained what he sought, he takes his place in the upper streams of his fellows, where he finds his mate. So long as an offering of some sort is made all is well. If a dead fly is given and received, it is in due course dropped back into the water, when next moment it may be seized and borne off by another male in search of a mate!

The source of this silk was always a matter of mystery until Dr. Eltringham took up the task of discovery. To begin with, the formation of silk by flies was in itself a surprising thing. Some held that it was soun from the mouth, others from the abdomen. But it did not occur to any of these investigators to examine certain swellings in the fore-legs, of which an en-larged view is given in Fig. 2. Here is the source of the silk. When the "prey" is seized it is rolled about, and gradually surrounded with liquid silk, which hardens immediately on exposure to the air. Some species are content to spin from these strange shuttles beautiful "balloons" of silk.



2. AN ENLARGED VIEW OF ONE OF THE SILK RESERVOIRS ON THE FRONT PAIR OF LEGS OF HILARA MAURA; SHOWING BEADS OF LIQUID SILK (EXUDING FROM SMALL PORES AT THE BASE OF THE SPINNERET SPINES), WHICH ARE SEEN HERE AS WHITE DOTS. The liquid silk is drawn out of the pores into threads, which harden immediately on exposure to the air. It can hardly fail to occur to our readers that this part of the insect's "courtship" presents a curious analogy, in some respects, to operations of artificial silk-making.

In one case the spinner forms a comet-shaped structure.

Here, then, we have some very striking illustrations of "behaviour" of a very special kind. Moreover, it presents kind. Moreover, it presents many difficulties in the matter of interpretation. What started these strange habits? What started the most unusual habit of spinning silk elsewhere un-known among the flies, and how came the source of the silk to one of the joints of the fore-leg, where no one would have expected to find it? That the formation of silk for no apparent reason preceded the habit of its use goes without saying. But what combination of circum-stances brought about its use, and for such a strange purpose ? Here, surely, are some striking examples of habits that could never have been revealed by dissection.



3. HILARA MAURA, A FLY COMMON IN OXFORDSHIRE, WHICH, DURING ITS NUPTIAL DANCE, ALWAYS PRESENTS ITS CHOSEN MATE WITH AN "OFFERING" WRAPPED UP IN SILK !—THE FLY SEEN, MUCH MAGNIFIED, WITH THE SWELLINGS ON THE FIRST PAIR OF LEGS FROM WHICH THE SILK IS DERIVED (A) CLEARLY VISIBLE.

One of the swellings on the fly's front legs may be seen, further magnified, in Fig. 2. Liquid silk is poured from the swellings to fashion the silk "wrappers," or "balloons," which often contain some insect or a fragment of vegetable debris.—[Reproductions by Courtesy of Dr. Eltringham.]

"TROLL-GOLD" OF PREHISTORY: TREASURES FROM HUNGARIAN HOARDS.



A RICH HOARD OF PREHISTORIC GOLD DUG UP IN HUNGARY—A "FIND" OF THE TYPE WHICH ACCOUNTS FOR THE MEDIÆVAL LEGENDS OF "TROLL-GOLD": THE SECOND TREASURE OF ANGYALFÖLD; INCLUDING CUPS DATING FROM THE HALLSTATT PERIOD (900—40) B.C.).



HEAVY AND
BARBARIC
IN STYLE:
A BRACELET
FOUND AT
BIHARKERESZTES;
DATING
FROM THE
HALLSTATT
PERIOD.



A PIECE OF HIGHLY ORNAMENTED GOLD JEWELLERY FROM THE HOARD OF BODROGKERESZTUR; DATING FROM THE BRONZE AGE.



A CURIOUS GOLD OBJECT OF THE EARLY HALSTATT PERIOD (FROM AN UNKNOWN SITE) WHICH MAY HAVE SERVED AS AN "OATH RING," OR FOR SOME RELIGIOUS PURPOSE.



A GOLD PLAQUE OF THE HALLSTATT PERIOD, DECORATED WITH CRUDE GEO-METRICAL AND BIRD DESIGNS—FROM THE OTTLAKA HOARD.



GOLD OBJECTS FROM SZENTANNA; PIECES WHICH DISPLAY THE SIMPLICITY OF ORNAMENT TYPICAL OF THE HALLSTATT PERIOD.



THE COLD BRACELET OF HERCEGMÁROK; SHOWING ORNAMENT OF THE MIDDLE LA TÈNE PERIOD.



TWO ROWS OF MAGNIFICENT BELT ORNAMENTS: GOLDEN ADORNMENTS OF BARBARIC SPLENDOUR WHICH DATE FROM THE HALLSTATT PERIOD.

The following facts, descriptive of the relics of the ancient gold-working industry in Hungary which are preserved in the National Museum, have been supplied by Dr. von Tompa, Keeper of the Museum. The richness of some pieces in Hungary's collection of prehistoric gold compares with that of the specimens from Ireland: in both countries there are several rivers that were gold-bearing. The wealth of the Maros district of Transylvania was known to Herodotus, and he wrote of the treasures of the Agathyrsians, who inhabited this territory. In prehistoric times gold was exported from Hungary not only to Central Europe but to the Baltic and to Scandinavia—mostly in the form of gold wire and

rings. The metal first occurred in Hungarian history at the end of the Neolithic Age; but gold "finds" from the Bronze Age and the Iron Age have been the commonest. Relics dating from the period of Celtic culture have been less frequent; but, to offset this, they give evidence of a great development in the technique of the goldsmith, who at this period was capable of anything up to the finest filigree. Most Hungarian discoveries of gold-work have been made during expert excavations; but they have also been dug up by accident—our readers may remember the gold rod, judged to be two thousand years old, which was found by a woodcutter this year at the root of a tree near Debreczen.

THE EARLIEST KNOWN AQUEDUCT: EXCAVATION IN PROGRESS ALONG ITS NORTHERN SIDE—THE LEFT HAND OF THE WORKMAN IN THE FOREGROUND RESTING ON SENNACHERIB'S INSCI WHERE THE KING'S WORK IS PROUDLY RECORDED.

ON this double-page we give the third and last descriptive article by Dr. Henry Frankfort, Field Director of the Iraq Expedition of the Oriental Institute of the University of Chicago, dealing with important new discoveries made by the Expedition. The series continues that published in "The Illustrated London News" of October 1, 8, and 15, 1932. The first of the new series appeared in our issue of July 15 last; the second in our issue of July 22. In the present article Dr. Frankfort describes the astonishing discovery of the aqueduct King Sennacherib had built at Gerwan. That ruthless monarch, the son and successor of Sargon, ascended the throne in 705 B.C.; and, although he was prominent more especially in the arts of war, he may rank, with his palace and city wall at Nineveh, and now with this aqueduct, as one of the great builders of antiquity

THE EARLIEST KNOWN AQUEDUCT, GREAT ENGINEERING WORK, WHICH IS PHOTOGRAPHS BY THE IRAQ EXPEDITION OF THE ORIENTAL INSTITUTE, CHICAGO TOWARDS the close of our previous season a workman had reported that inscribed blocks of stone were found in the hills thirty-five miles north-east of Mosul, and the epigrapher of our expedition, Dr. Thorkild Jacobsen, in following up those indications, discovered in an almost deserted valley the remains of one of the greatest Assyrian engineering feats on record (Fig. 3).

Sennacherib reports, in an inscription found at Bavian, how he renovated and enlarged his residence and how he brought water renovated and entarged his residence and now ne brought water from the mountains there (Fig. 8) to irrigate the fields round Nineveh, the cultivation of which had till then been entirely dependent on rain, as it is to-day. The distance, as the crow flies, is 30 miles, but the Assyrian engineers avoided cutting high places and banking-up through valleys by carefully following a level line along the foothills of the Kurdish mountains. The canal itself was thus 30 miles long and reached the river Khosr 15 miles above Nineveh; the Khosr passes Khorsabad and joins the Tigris near Nineveh, opposite Mosul, but is itself too insignificant to be of use for irrigation purposes. At the place pointed out to us last year, where nowadays some fifteen families of "Devil-worshippers" (Yezidis) live near an insignificant mountain stream,

"Sennacherib's Channel," as the king himself called it, had to cross a deep ravine. Here, as at Khorsabad, one cannot but be deeply impressed by the scale upon which Assyrian rulers conceived their plans. An aqueduct was built across the ravine of magnificent ashlar masonry. It measures no less than 900 feet in length and 75 feet across its greatest width from pier to pier (Figs. 6, 7). On the top of the masonry a layer of concrete



3. AN AIR VIEW OF THE EXCAVATED AQUEDUCT AT GERWAN, BUILT BY SENNACHERIB TO BRING WATER TO NIMEVER; SHOWING (LEFT CENTRE) THAT WHERE THE AQUEDUCT SEARS THE RIVER, MUCH OF THE MASSINGY HAS DEARFEARED, PARTLY THROUGH EROSION, PARILY THROUGH THE REMOVAL OF BLOCKS OF STONE BY VILLAGEES FOR BUILDING FURFORES.—[Royal Air Force Official Photograph. Cross Copyright Reserved.]



6. THE AQUEDUCT IN COURSE OF EXCAVATION: THE BROKEN STONE COURSES (CENTRE) IN FRONT OF THE SMALL MODERN VILLAGE OF GERWAN, SHOWING WHERE THE RIVER, WHICH THE AQUEDUCT WAS CONSTRUCTED TO SPAN, VINLALLY DISTROYAGE IT.

2600 YEARS OLD: SENNACHERIB'S REMEMBERED IN MODERN FOLK-LORE.

HOUSEBORY BY COURTESY OF DR. HENRY FRANKPORT, FIELD DIRECTOR.

was put down, which was covered by a pavement over which the water flowed between parapets 9 feet wide. The actual stream was crossed by five pointed arches of 9 feet span, one of which is almost completely preserved (Fig. 5). The piers between the arches have semi-circular breakwaters, and these, as well as the piers of the dry part of the aqueduct, bear a proud inscription in which Sennacherib ords his work (Figs. 1, 2), giving many details which are new to us. It is a most curious fact that a local tradition exists to-day, with which we became acquainted before Sennacherib's inscription had been uncovered, which preserves in the shape of a romantic folk-tale the purpose of the great construction. The tale relates how a king nised his daughter to whosoever succeeded in irrigating the land round his capital. One suitor started to build our aqueduct. But round his capital. One sunor started to build our aquequet. But another, more cunning than honest, spread sheets along the land, and the gleam of these suggested to his rival that water had been brought to the fields before he had completed his great aqueduct. Thus he died of grief. In addition to this woeful tale, however, the rillagers could enumerate correctly the places which marked the tercourse. The survival of such an oral tradition for 2600 years is perhaps only possible amongst a people like the Yezidis, whose so-called "Devil-worship" retains to this day ritual usages derived, like the name of their god, from the immemorial cult of Tammuz, who is identical with the Syrian Adonis and resembles the Egyptian Osiris. But it is significant that we had some difficulty in extracting obiris. But it is significant that all Gerwan, because they themselves deemed it a fantastic account; the achievements of Sargon and Sennacherib sound like fables to the present inhabitants of their land.



2. SENNACHERIB'S "STANDARD" INSCRIPTION, WHICH APPEARS ON THE BUTTRESSES OF THE AQUEDUCT'S PIERS: A MAGNILOQUENT RECORD OF THE KING'S WORK, GIVING MANY DETAILS THAT ARE NEW TO US.



4. THE AUDIDITY OF RENACHERIB AS IT WAS "OVER 900 FERT LONG AND 75 FERT VIDE, WITH A LAYER OF CONCRETE OUT OF THE MISSIONY, OUTERED BY A PAYMENT OVER WHICH THE WATER MISSION BETWEEN PARKETS NIME FERT WIDE—A VIEW TOWARDS THE SOUTHWEST; A RECONSTRUCTION DEAWING BY ME. SETON LOVO; THE BEBLING THE SOUTHWEST; A RECONSTRUCTION DEAWING BY ME. SETON LOVO; THE BEBLING THE SALE WHERE THE CAME. TURNED TO IOIN THE RIVER KHOSE.



7. THE MAGNIFICENT STONE-WORK OF THE AQUEDUCT REVEALED IN A PLACE WHERE THE VILLAGESS
MAYE USED IT AS A QUARRY: ASHLAR MASONEY USED IN THE CONSTRUCTION OF KING SENNACHERIU'S
WATER FOR HIS EMPLACE HIGHEY MILES USEDAY
FROM SHEETER AS THE COMP FLEX.



ONE OF THE POINTED ARCHES AS PRESERVED TO-DAY, WHERE THE STREAM ITSELF WAS SPANNED: MR. SETON LLOYD, A.R.I.B.A. (LEFT), AND DR. THORKILD JACOBSEN AT THE GREAT AQUEDUCT AT GERWAN.



The Morld of the Theatre.

By J. T. GREIN.



PETROLINI.

PETROLINI.

WHAT happened years ago when Grasso and the Sicilians came to London—the first-named to carry us off our feet, the others to bamboozle us; for most of them were not actors at all and took us in by a babel of weird sounds, cries and general hocus pocus—found a counterpart at the Little Theatre. The Italian actor Ettore Petrolini, totally unknown to London, but introduced under the auspices of Mr. José G. Levy, who has a happy knack of following up novelties, made his début and no sooner had he launched his first tirade with torrential Italian fluency than we realised that here was an actor of uncommon gifts. As a

ised that here was an actor of uncommon gifts. As a matter of fact, he is not only an actor, he is also a musichall dandy in the style of Paulus, who rendered the late General Boulanger famous by his song "En Revenant de la Revue." After his regular programme of one-act pieces, about which more anon, he appeared on the stage, a perfect grand seigneur in war paint, spick and span to sing us two songs interlarded with incidental commentary in which he narrated the vicissitudes of a professional which he narrated the vicis-situdes of a professional lady-killer and a gigolo, who is a "rotter" at heart and rejoices in his miserable "je m'en fichesme." These numbers were not edifying, but oh! how characteristic both of the pic-ture in word and song were ture in word and song were the two figures fascinating in manner, almost aristocratic in demeanour, laughing at the world at large and at themselves! We may behold these figures every day in the ebb and flow of life in the great cities. They are like restricts cities. They are live portraits, not caricatures, and Petrolini knows how to vitalise them so

knows how to vitalise the markedly inoutline that, without being able to follow the words, we can well realise the quaint mentality of these chevaliers of industry. But despite the merits of these monodustry. But despite the merits of these monologues, the real talent of Petrolini was manifest in his acting. The two little plays in which he appeared were but trifles, not much more than our music-hall sketches, but containing in their but containing in their nutshell sufficient mate-rial to reveal his great emotional and satirical powers. In the first, "The Courtyard," he was a wandering min-strel, blind and poor, eliciting centesime and human commiseration by the plaintive notes

of his guitar.
In this little episode Petrolini proved himself an exquisite sentiment-alist. He carried us all away, so subtle, so tender was his art. In flagrant contrast was the next scene, "Mus-tafa." Broad, relentless satire this. Petrolini's "Mustafa" was the in-

"Mustafa" was the incarnation of a tribe.
Wherever he was, he remained the lowly Turk, with the ways of a leopard and the eyes of a lynx—those wonderful eyes, as glittering as steel, as piercing as an unsheathed dagger. I do not hestitate to call this performance of "Mustafa" a sketch of real histrionic art. It contained all the elements of diction, characterisation, emotion and human versatility. It portended that Petrolini is capable of far greater achievement. I saw a remarkable Shylock in my vision. Need I add that he impelled endless ovations by the audience. Petrolini's very successful season at the Little Theatre was concluded on July 29.

SMALL CHANGE.

Revue, as a form of entertainment, can be included among the "small change" of the stage. This is not in any sense, derogatory, but rather a metaphorical way of

appraising it. Though the values are more serviceable than high, nevertheless the coinage must be good. After all, a theatre without lighter entertainment, without this small change which comes and goes, would not be human, while in contrast a theatre that was filled with nothing while in contrast a theatre that was filled with nothing else would fall below its greater purpose. Since the decay of the old music-hall, revue has come into its own, but this genre within recent years has been so overworked that many of its qualities have gone. One has only to think of the touring revues that trot around sea-side piers and provincial theatres, song and dance shows filled out with infantile slap - stick humour, to realise how far it has fallen since the days of the "Nine o'Clock" revue at The Little.



"IMMORTALS"—PUCK AND THE PREMIÈRE DANSEUSE.



OBERON TELLING PUCK HOW TO TEASE DEMETRIUS.

TITANIA, WITH PUCK (AT HER FEET) AND OBERON, IN THE MIDST OF THEIR QUARREL.

THE OPEN-AIR THEATRE IN REGENT'S PARK: SHAKESPEARE'S GLORIOUS COMEDY, "A MIDSUMMER NIGHT'S DREAM." "A Midsummer Night's Dream," as presented in the Open-Air Theatre in the Inner Circle Gardens, Regent's Park ("by arrangement with H.M. Office of Works"!), is a delight. The cast is all-star. In connection with our photographs, it should be added that Phyllis Neilson-Terry is Oberon; Leslie French, Puck; Jack Carlton, Demetrius; Jessica Tandy, Titania; and that Nini Theilade is the Première Danseuse of the production.

Yet revue ten years ago had definitely established itself, because it provided what the music-hall in its decay failed to provide—intelligent criticism of contemporary affairs. It offered scope for fresh blood, rejuvenated the stage with new talents, and, in place of the crudities of music-hall jargon put dialogue with an edge to it. The hurly-burly of pantomime and music-hall was displaced by a sharper, neater, lighter style. Perhaps no one more than Mr. André Charlot deserves the credit of giving it life and colour. Those days of his tenure at The Prince of Wales, when Miss Gertrude Lawrence and Miss Beatrice Lillie were the bright stars in the gay firmament, set revue standards that the imitators have failed to reach. Reputations were made, promise matured into performance, and every show discovered fresh talent.

The first essential of a good revue is a good "book,"

The first essential of a good revue is a good "book,"

for without this all we can hope to get is a conglomeration of items which may or may not please, according to the abilities of the performers. For a revue, thought light in texture and ephemeral in its aim is more than a string of turns or tuneful numbers. It is a complete form of entertainment and must have a unity which makes every item part of a composition. Its range is strictly limited, since its episodic nature precludes any emotional cumulation, such as drama can evoke, and while it may strike notes of pathos it cannot reach to tragedy. It is happiest when it keeps within the sphere of burlesque, and, with tongue in cheek, mocks current events. And because its effects are momentary it demands speed and economy in its production.

But the writer of revue is, if he succeeds, a master

But the writer of revue is, if he succeeds, a master working with fragile material. If he is heavy-footed the sketches will lack snap and the jests lack finesse. It is true also that the book that provides the foundations on which the brittle superstructure is raised usually affords opportunities for other craftsmen to add their own elaborations of sketch and lyric, so that many hands are employed in shaping the whole entertainment. Mr. Arthur Macrae, who is responsible for the book of the successful revue which Mr. Charlot has put on at the Comedy, and which now has run into a second edition, has the gift of the true revue writer. In this Mr. Charlot discloses again his understanding of this convention. The book first; closes again his understanding of this convention. The book first; and here it is in the manner of Noel Coward—a perfect master of this brittle medium—and it has the individuality that makes it more than imitation. Mr. Macrae writes with a pungent touch; his mordant wit is keen

Macrae writes with a pungent touch; his mordant wit is keen and his style stamps his work. In songs like "Cads," sketches like "Exposures," burlesques like "Our Open Air Theatre" and "The Green Bay Tree," and in the pastiche "A Good Time was Had by All," we have the spirit of brilliant revue. Just as performance in this medium is more a matter of team work and less that of individual effort, so in the writing all the collaborators must work within the same sphere. Mr. Herbert Farjeon, who is responsible for the lyrics, "A More Gentlemanly Force" and "Mad about The Noel," and Mr. Edward Cooper, whose "Terribly, Terribly 1933" fits so admirably into the scheme of things, have the happy knack of preserving the style which belongs to the book; but Mr. Douglas Byng is too much an individualist, has too pronounced a manner of his own, to blend with others. In this revue "How d'You Do?" we feel this discord. Mr. Byng's methods belong to pan-Do?" we feel this discord. Mr. Byng's methods belong to panmethods belong to pantomime and music-hall, while Mr. Macrae's are light, brittle and sardonic. This confusion of styles may have its compensations, because it offers entertainment for every taste; but

nat Phyllis Neilson-Terry is Oberon; re Danseuse of the production.

The Danseuse of the production.

The Danseuse of the production.

The Byng method cannot be grafted on to after-dinner revue. It is not a moral question, but an artistic one, for the very essence of this form of entertainment is its manner. It was because revue brought subtlety instead of blatancy, wit instead of clowning, and team-work instead of solo items that it came into being and commended itself to intelligent appreciation. There is a distinction between the comic and comedy, and revue gives burlesque just that light dexterous touch which lifts it above the elementary buffoonery. It is that quality which the best of this show at the Comedy achieves, and the company is clever enough, the production is bright enough, to make it what it should be—an admirable after-dinner entertainment. It may be small change in the coinage of the theatre, but the minting is good and that is surely good enough for any box-office.



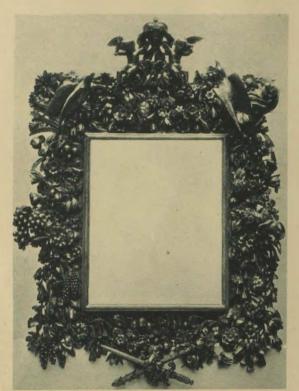
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-therefore Schweppes

N.B. For a 'long' drink with a 'kick' in it try either with a dash of gin—it's a grand partnership!



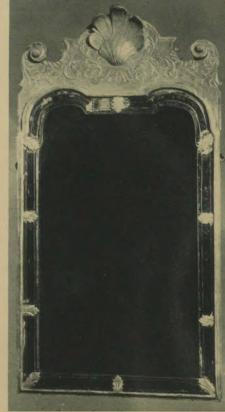
A MIRROR FRAME PROBABLY CARVED BY GRINLING I. A MIRROR FRAME PROBABLY CARVED BY GRINLING GIBBONS HIMSELF OR UNDER HIS DIRECTION, AND REMARKABLE FOR THE WAY IN WHICH THE DESIGN IS MAINTAINED THROUGHOUT THE INTRICACY OF THE DETAIL: LIMEWOOD CARVING THAT DATES FROM THE REIGN OF WILLIAM AND MARY, AS THE MONOGRAM AT THE TOP INDICATES.

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THE more one sees of old furniture, and the more one reads about it, the less likely is one to be dogmatic as to date or authorship or style, and

the more one distrusts people who are. I defy anyone to say that in such-and-such a year fashion changed suddenly from one well-established convention to another. The conservatively-minded will always dislike a new design, and the go-ahead will always welcome it, so that two quite dissimilar tendencies must have existed side by side for a considerable period. One can, of course, date a thing definitely if it was certainly made for a particular house and the family has kept the original bills, as the Earl of Harewood can date his Chippendale furniture; s documentary evidence unle of that character can be produced, he will be a very bold, and a very unwise, man who does more than indicate a period of years within which any given piece might have been made. Consider, if you please, these four mirrors. It so happens that Grinling Gibbons died on Aug. 3, 1721, which is sufficient reason this week for mentioning Fig. 1 before the others, for this elaborately carved limewood frame is quite possibly by his hand, and certainly by someone working under his direction. We know a lot about him—how he was born at Rotterdam in 1648, how John Evelyn found him at Deptford, in 1671, carving in

wood Tintoretto's Crucifixion,



3. A WILLIAM AND MARY MIRROR WHICH CONTRASTS REMARKABLY WITH THAT SEEN IN FIG. 4—FIG. 4 REPRESENTING THE DUTCH INFLUENCE, AND THIS THE FRENCH: GESSO-WORK OF 1690-1700 OF THE TYPE WHICH WAS TO BECOME SO POPULAR IN THE EARLY EIGHTEENTH CENTURY. (36 X 19 IN.)

Reproduction by Courtesy of Mr. L. Robinson.

FOR COLLECTORS. PAGE

ROUND ABOUT 1700: FOUR MIRRORS AND THEIR PROBLEMS.

By FRANK DAVIS.

and recommended him to Charles II.; how he was "musical, and very civil, sober and discreete in his discourse"; how he worked in the new St. Paul's, and at how he worked Chatsworth, Petworth, Cassiobury Park, and dozens of other country houses; and how, in 1701, his house in Bow Street fell down and no one of his family was injured. This mirror frame luckily bears the cypher of William and Mary at the top, so that there can be no question that it was made between 1600 1702. But what conclusion could we arrive at if we had no such definite indication? I believe that no one has yet succeeded in tracing any real alteration in the characteristic style of this extraordinarily deft crafts-man; so that, failing other evidence, one would not know whether to date such a thing in 1680 or 1720. With floral marquetry of

the type of Fig. 4 we have a rather less margin. The probability is that it dates from before 1700, and may even be of the same year as the beautiful gesso mirror of Fig. 3, which is, incidentally, one of the best things of its kind. Marquetry of this character was certainly fashion-able under William and Mary, and gesso was just coming in: the wholly Dutch inspiration of the one admittedly found

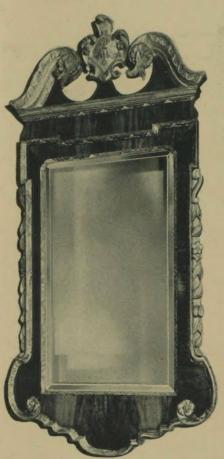
little favour under Queen Anne, while the sober dignity of the other, which owes something of its attractiveness to contemporary French work (though it is far less pompous) was destined to give to the first twenty-five years of the eighteenth century a

distinction which, to many minds, has never been re-captured since.

The walnut and gesso mirror of Fig. 2 is presumably a few years later - of a more purely architectural It would be reasonable enough to place it in the first decade of the century, yet in general features it is not very far removed from certain wellknown examples which are admittedly as late as, say, 1735; but these are of a somewhat heavier type, with slightly more elaborate decoration. Those with a passion for historical accuracy find a mirror such as this a very pretty problem: the more you search, the less certain you become. Plenty of walnut furniture was made in the 1730's, and it was then that the architects really began to take a hand in the details of interior decoration in great houses; on the other hand, one would certainly not expect to find such superlatively good gesso-carving so

late in the century.

Of course, dates don't really matter in the least and it is for this very reason that I have suggested how lengthy is the period of time during which any given piece can have been made. It seems as if the less knowledgeable buyer of old furniture gets a vast amount of satisfaction if he can persuade



2. A BEAUTIFUL WALNUT AND GESSO MIRROR OF A DISTINCTLY "ARCHITECTURAL" TYPE: A PIECE WHOSE DATE PRESENTS A LITTLE PROBLEM, BUT MAY BE ASSERTED WITH PROBLEM, BUT MAY BE ASSERTED WITH CONFIDENCE TO HAVE BEEN MADE IN ABOUT 1715.

Reproduction by Courtesy of Mr. L. Robinson.

himself that his purchase can be placed just on the right side of the century: those unfamiliar with the market have no idea of the vast quantities of fine things produced, apparently, by cabinetmakers in the year 1795. It would appear also that the year 1805 was one of complete stagnation. Similarly the amateur of, say, Flemish primitives will, no doubt, have witnessed the most strenuous and ingenious efforts to prove that a certain picture painted in 1495, and not ten years later. Some day we shall know better, and be satisfied with quality and care nothing about dates, except in so far as they enable us to mark out, as it were, the tendencies of the times.

Returning to these mirrors, it is at least likely that the conventional dating to which you and I are accustomed is correct, but neither you nor I could prove without the cypher that the fourth is not an example of eighteenth-century workmanship carried out in the conventions of the seventeenth, or that floral marquetry was never produced after 1705 nor can we be sure that the second is of the 1730's, and not an inspired Queen Anne anticipation of an early Georgian fashion. If I am reasonable in thus putting in a modest plea for a vaguer dating of woodwork, I am still

more reasonable if I suggest an even wider margin in some other spheres of collecting; notably needlework. Many a man must surely have had furniture made for him in the taste of his grandfather-so surely many a young woman might well have occupied her leisure hours in making, say, a cushion cover from her grandmother's patterns.



A MIRROR FRAME OF EXTRAORDINARILY DELICATE 4. A MIRROR FRAME OF EXTRAORDINARILY DELICATE
FLORAL MARQUETRY, SHOWING DUTCH INFLUENCE;
AND PROBABLY MADE IN THE REIGN OF WILLIAM
AND MARY, WHEN THIS STYLE WAS MUCH IN
FAVOUR.

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THE CHRONICLE OF THE CAR. By H. THORNTON RUTTER.

VAUXHALL MOTORS golfers beat their Dealers in the annual match at Moor Park, Rickmansworth, in brilliant weather, and so hold the Bartlett Cup for another year. This is one of the great motoring functions of the year, as those interested in road vehicles assemble here from all parts of the United Kingdom as well as many from Overseas and the U.S.A., who happen to be in England when this golfing competition is held during July. The prizes were many and were presented to the winners by Mr. Leslie Walton, Chairman of Vauxhall Motors, Ltd., and President of the Society of Motor Manufacturers and Traders.

These gatherings give many folk a chance to meet rivals in business in a friendly spirit, so that much good has benefited the public and the industry in the expression of opinions on motoring matters in personal conversations under most attractive sur-roundings. Naturally, such conversations are not for general publication, but I gather that some effort will be made by the motor industry during the coming twelve months to stabilise the prices of second-hand cars in order that the public can be sure of obtaining a certain amount for their own cars, which they will know before they buy them as new. July is always

a month of gathering together people interested in motoring in order to exchange experiences of the year's new cars before the next season's programmes are announced after August 14. Thus, many and varied were the guests of Sir John D. Siddeley present to welcome Mr. W. F. Bradley, his sister, and Mr. Whitlock of Armstrong-Siddeley Motors, who returned to London after driving one of the new 30 h.-p. Sports Siddeley Special cars to Istanbul and back weeks. This run arose out of an idea of the Alliance Internationale de Tourisme, of which the Automobile Association of Great Britain is an influential and important member. The travellers had to investigate the possibilities of travelling by road under touring conditions from one end of Europe to the other. The full report will be in the hands of the A.A. before these lines are printed, but Mr. Bradley certainly proved that London to Constantinople (Istanbul) and back is quite possible by a British car. practically no trouble or replacements needed for the car, as but for one windscreen-wiper and three broken ignition-wires, the run was made without a hitch.

Bank Holiday Brooklands

As a further attraction to the ordinary motor-racing programme Meeting. on August Bank Holiday, the Brooklands Automobile Racing Club have arranged an Invitation Race for "veteran

motorists" who were racing stars twenty-five years ago. The list of invitations include Sir Algernon Lees Guinness and his brother, K. (Bill) Lee Guinness, S. F. Edge, Lt.-Col. Moore-Brabazon, M.P., Lt.-Col. Chas. Jarrott and Signor Felix Nazzano, all of whom won big classic motor road-races besides competing on the Brooklands track in its early days. a level race without handicap starts, and the round-the-hill "Mountain Circuit" is to be the course. As all these old-time racing drivers are to be mounted on the same make of car, it should be an exciting scramble getting to the corners first in order to gain a bit from the rest of the competitors. Brooklands always has an excellent entry for this August Bank Holiday meeting, which should be very well attended, as Mr. John Cobb is running his "300 miles an hour" Railton-Napier racer for the first time in England in Already this machine has ambled around the circuit at 134 miles an hour, with the throttle only just a quarter opened. Also there will be a number of new fast cars at this meeting preparatory to the R.A.C. Tourist-Trophy event at Belfast, run at the end of the month. The entries for this race, by the way, closed with a total of 31 not so many as previous years, but a representa-tive list of cars. Visitors are sure, therefore, of an amusing and exciting day's sport at Weybridge Penny off Beer largest Over 150 of the

Helps Motor Sales. concerns England trust their transport to Thornycroft motor vehicles, and the result of increased beer consumption, now that the price has been lowered to the consumer by a penny for a pint, has led to brisk business for more vehicles. Only recently ten firms distributing beer in London, Romsey, Douglas (I.O.M.), Bradford, Manchester, Sheffield, Bristol, Norwich, Stroud and Sunderland, gave Thornycroft's orders for additional 2½ and 3½ tonners as well as for several 4 and 5 tonners. I give this practical result publicity in the hope that our Government departments concerned with motor taxation will note this, in order to add to the revenue from motor taxation by reducing the present horse-power tax by half-a-crown in the next Budget, and to 50 per cent. reduction of the h.p. tax for all cars over four years old. The loss would be more than gained by the increase of petrol used (and paid in tax), while the 200,000 odd cars now laid up during the winter months would be kept on the road all the year round if reduced taxation were made as suggested. If cars are going to cost more in 1934 than in 1933, more people will retain their old cars, so that, unless some reduction in tax is given, next year's

We regret that in our issue of July 29 we stated that the Matson Liner "Monterey" sailed from London to Australia. This should have read "from San Francisco to Australia."

revenue will not grow larger, as more cars will be laid up for the cold weather

months.

The Tidworth Tattoo on Salisbury Plain, which, to those who know it hardly yields in favour to any show of its kind in this country, starts on Aug. 5. This Tattoo has attained the utmost popularity of recent years, for it has a character all its own, and special features which can be seen nowhere else. Every advantage is taken of the music at command. Some seventeen massed bands, comprising over a thousand musicians, take the arena at once, and nearly all the events (of which there are over sixteen crowded into two and a-quarter hours) are accompanied by musical background. There are Historical Cameos representing past feats of British arms, versions the story of Dick Turpin and of St. George and the Dragon, an artillery drive at the gallop, and wonderful riding by cavalry and motor-cyclists.

